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Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG HOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY
is the oldest and still the most generally the best medium for Advertising among the Native Community.
Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc.
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Documents translated from or into Classical or Colloquial Chinese.

No. 12,301. 第壹萬二千三百零一號 光緒二十三年六月二十七日 HONGKONG, MONDAY, JULY 26TH, 1897. 一拜禮 號六十二月七年七十九百八千壹港香 PRICE $25 PER MONTH

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NEW ADVERTISEMENTS.

WANTED a Merchant of good standing to handle, as SOLE AGENT, the several (well-known) brands of Cigarettes manufactured by an American Company.

Must have good references, and be willing to push both the wholesale and retail trade agressively.

Apply to
"MERCHANT,"
Care of this Paper.
Hongkong, 26th July, 1897. [1715

TO LET.

TWO ROOMS with bathroom and servants' quarters in WYNDHAM STREET.
Apply
"M. J.,"
Care of Office of this Paper.
Hongkong, 26th July, 1897. [1716

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

A DIVIDEND of One Shilling per Share has been declared PAYABLE on 16th AUGUST, 1897, in Brisbane in respect of Shares on the Brisbane Register and in Singapore in respect of Shares on the Singapore Branch Register.

Notice is hereby given that the Singapore Branch Register will be CLOSED from 5th to 16th AUGUST, 1897, inclusive.

Notice is also given that NO TRANSFERS of Shares from the Brisbane Register to the Singapore Branch Register will be given effect to in Singapore after 20th JULY, 1897, until 17th AUGUST, 1897.

By Order of the Board,
G. A. DERRICK,
Local Secretary.
Singapore, 17th July, 1897. [1717

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 14th day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of account to 30th June, 1897.

By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
Hongkong, 26th July, 1897. [1718

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the CORPORATION will be CLOSED from SATURDAY, the 31st JULY current, to SATURDAY, the 14th day of AUGUST next (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
Hongkong, 26th July, 1897. [1719

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 25th July, 1897. [1720

ZETLAND LODGE,
No. 525 E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on SATURDAY, the 31st inst., at 8.30 for 9.00 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 26th July, 1897. [1721

KELLY & WALSH, LIMITED.

NEW AND STANDARD WORKS.

The Bible, Its Meaning and Supremacy, by F. W. Farrar	$ 8.50
The Matabele Campaign, 1896, by Col. R. S. S. Baden Powell—Full Illus.	4.50
Romantic India, by Andre Chevrillon	4.50
The Indian Empire—Its People, History, and Products, by Sir W. W. Hunter	15.00
The Queen's Reign (For Children), by W. C. Hall	1.75
Brassey's Naval Annual, 1897	6.50
Mahan's Life of Nelson, 2 vols.	20.00
Life of Admiral Sir Geo. Tryon, K.C.B.	12.00
Famous British War Ships and their Commanders, by W. Wood	
Barrack and Battlefield—Tales of the Service at Home and Abroad, by W. Wood	3.50
Gow's Marine Insurance	2.50
Pen and Pencil in Parliament, by Harry Furness	3.00
Kyshe's Law Relating to the Attorney and Solicitor General in England	7.00
Victoria, Her Life and Reign, by A. E. Knight	1.75
Manners For Men, by Mrs. Humphry	0.70
The Heart of a Continent, a Narrative of Travels in Manchuria, Across Gobi Desert, Through Himalayas, Pamirs, and Chitral, 1891-94, by Captain F. E. Younghusband	12.00
Spon's Encyclopedia of Manufactures and Raw Materials, 2 vols.	37.50
The Colliery Manager's Handbook, by C. Pamely	13.00
The Pamirs and the Source of the Oxus, by Rt. Hon. Geo. N. Curzon, M.P.	4.00
From Far Formosa—The Island, Its People, and Missions, by G. L. Mackay	4.00

KELLY & WALSH, LTD. [23

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above on MONDAY, the 2nd August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th July, 1897. [1722

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship
"ENERGIA"
Captain Saw, will be despatched as above on or about SATURDAY, the 31st instant.
For Freight or Passage apply to
DODWELL, CARLILL & CO.,
Agents.
Hongkong, 24th July, 1897. [1714

NEW ADVERTISEMENTS.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, COLOMBO, AND PORT SAID.

THE Company's Steamship
"HAKATA MARU,"
Captain R. Nivison, will be despatched as above TO-MORROW, the 27th inst., at NOON, instead of as previously advertised.

This steamer is fitted with superior accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout. A duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 24th July, 1897. [1713

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"KAISER-I-HIND,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Massilia*.
From Calcutta, ex s.s *Nubia*.
From Persian Gulf, ex ss. *Pembo, Assyria*, and *Mobile*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 30th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 24th July, 1897. [1

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

During the TEA SEASON the following DIRECT STEAMERS will load, commencing at FOOCHOW, viz:
PONGOLA, 18th July and 4th Nov.
CONGELLA, 17th Aug. and 28th Dec.
For freight and further particulars, apply to
DODWELL, CARLILL & Co.,
General Agents for China and Japan.
Hongkong, 6th July, 1897. [321

APARTMENTS.

AT the PEAK and in a good situation, desirable accommodation for a married couple or a single gentleman.
Apply
"A.,"
Care of this Paper.
Hongkong, 21st July, 1897. [1678

COMPOSITORS.

NEWS and JOBBING. Two or Three really good men can find permanent engagements at the *Daily Press* Office. Apply by letter, stating where last employed, or at the Office between twelve and one.
Hongkong, 15th July, 1897. [1636

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & Co.,
37] Hongkong.

CUTLER, PALMER & CO.'S

PRICE $9.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY.

A Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to
SIEMSSEN & Co., Hongkong. [38

CUTLER, PALMER & Co.,
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to our care for over half a century.
Apply to G. C. ANDERSON,
Messrs. JARDINE, MATHESON & Co.,
Hongkong,
37] And to their friends in Shanghai.

EQUITABLE
LIFE ASSURANCE SOCIETY OF THE UNITED STATES

is the STRONGEST COMPANY of the kind in the World—*The Bullionist*, March 21st, 1896.

	STERLING.
ASSETS Exceed	£15,000,000
SURPLUS Exceeds	9,000,000
ANNUAL Income	2,377,000

The Guaranteed Cash Value Policy.
Definite Cash Values.
Definite Loans.
Definite Paid-up Assurances.
This policy is the most comprehensive, complete, and liberal life contract known.
Guarantees

Send or apply for particulars to—
SHEWAN, TOMES & CO.,
General Agents,
a30] HONGKONG.

MEDICAL GRAPES
A pleasant and most effective Aperient.
FLETCHER'S PRICKLY HEAT LOTION. Recommended wherever used.

CADBURY'S CHOCOLATES
ASSORTED.
We have on hand a Fresh supply of YICHY, HUNYADI and FREDERICKSHALL &c., &c.
All orders by Chit or Telephone will have immediate attention.
Agents for the now well-known Table Water
"TANSAN."
a32] FLETCHER & CO., THE PHARMACY, 23, QUEEN'S ROAD CENTRAL.

AUCTIONS.

GOVERNMENT NOTIFICATION.
No. 284.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, TO-DAY (MONDAY), the 26th day of JULY, 1897, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 10th July, 1897. [1670

Particulars and Conditions of the Letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 26th day of JULY, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land, at Wanchai, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	SE.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,419	Wanchai Road	50	55.11	25	30	1,675	24	469

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received Instructions to Sell by PUBLIC AUCTION
TO-MORROW
(TUESDAY), the 27th day of July, 1897, at 4 o'clock P.M.,
ON THE PREMISES
IN THREE LOTS.
The valuable LEASEHOLD PROPERTIES consisting of a moiety of the Remaining Portion of INLAND LOT No. 301, a moiety of INLAND LOT No. 709, and a moiety of INLAND LOT No. 710.
For Further Particulars and conditions of sale, apply to
K. W. MOUNSEY,
Solicitor for the Vendor;
or to
Messrs. HUGHES & HOUGH,
Auctioneers, &c.
Hongkong, 20th July, 1897. [1672

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, BANK BUILDINGS, Queen's Road Central, on SATURDAY, the 31st inst., at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st inst., inclusive.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 13th July, 1897. [1615

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1897, of Eight per Cent. on the paid up Capital. DIVIDEND WARRANTS payable at the HONGKONG AND SHANGHAI BANK will be issued to Shareholders on WEDNESDAY, 28th JULY.
The TRANSFER BOOKS of the Company will be CLOSED from 20th to 28th inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 14th July, 1897. [1627

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. for the six months ending 30th JUNE, 1897, will be PAYABLE on the 27th JULY, on which date Dividend Warrants may be obtained on application at the COMPANY'S OFFICE, No. 5, QUEEN'S ROAD CENTRAL.
The TRANSFER BOOKS of the Company will be CLOSED from 24th to 27th instant, inclusive.
By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 17th July, 1897. [1614

THE GREEN ISLAND CEMENT CO., LIMITED.

SHAREHOLDERS are reminded that APPLICATIONS for Shares of the New Issue must be made not later than the 2nd AUGUST next.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 23rd July, 1897. [1703

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of Two and a Half per Cent. (One Dollar and Twenty-five Cents per Share) for the Six months ending 30th June, 1897, will be PAID to those Persons who are registered as SHAREHOLDERS in the above COMPANY, on MONDAY, the 2nd AUGUST, 1897.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th August, both days inclusive.
By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 23rd July, 1897. [1704

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS
FINAL CALL.

SHAREHOLDERS are hereby notified that the FINAL CALL of Two Dollars ($2) per Share has been made, and is payable at the COMPANY'S OFFICES, No. 27, QUEEN'S ROAD CENTRAL, on 9th AUGUST, 1897.
Shareholders are requested, when paying the above mentioned Call, to send to the Acting Secretary their Provisional Share Certificates. These will be retained, and Fully Paid-up Scrip will be issued in lieu thereof in due course.
By Order of the Board of Directors.
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 6th July, 1897. [1648

INTIMATIONS

HUBBUCK'S PAINTS

THE BEST AND THEREFORE THE MOST ECONOMICAL.

N.B.—Some Paint Grinders have been selling Zinc Paint adulterated to an enormous extent with Sulphate of Barytes.

No workman can produce good results with such material.

Those who have used HUBBUCK'S Pat. WHITE ZINC PAINT and other colours will never *willingly* use any other Paints.

The saving on the cost is 25 per cent. whilst on the Oil it is equally great.

Specially adapted for use on Iron and Steel Vessels.

LANE, CRAWFORD & CO.
SHIPCHANDLERS. [a25

THE
VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles.)
One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY.
Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY.
A very fine blend, Matured and Mellow.
VICTORIA DISPENSARY,
QUEEN'S ROAD.
Hongkong, 9th July, 1897. [a26

OLD SCOTCH WHISKY. $15.00 per doz.
CLUB WHISKY. $11.50 per doz.
P. D. C. WHISKY. $12.00 per doz.

FULLY MATURED WHISKIES, EXCELLENT VALUE.

H. PRICE & CO.
(Late GANDE, PRICE & Co.),
Wine & Spirit Merchants,
12, Queen's Road, Central.
a31]

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC,
Distinguished by 4 STARS on the label.
Price $20.50 per 1 dozen bottles.

VERY GOOD COGNAC,
Somewhat younger than the above.
Distinguished by 2 STARS on the label.
Price $15.00 per 1 dozen bottles.

"PALL MALL" WHISKY,
Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
The quality is guaranteed.
Price $18.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
in Patented Bottles.
Price $9.75 per 1 dozen bottles.

INVALIDS' CHAMPAGNE.
A Natural, *i.e.*, a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but $26.00 per one oz. quart bottles.

INVALIDS' PORT.
This Wine is old, soft, and delicate.
We strongly recommend it.
Analysed and Certificated by Professor Cassall.
Price $18.00 per 1 dozen bottles.

DOURO PORT,
This is a fine quality Wine of exceptionally good value.
Price $13.00 per 1 dozen bottles.

SHERRIES,
AMOROSO,
The Earl Miss's shipping.
Price $18.00 per 1 dozen bottles.

LA TORRE.
Price $15.00 per 1 dozen bottles.
Pure and natural Wine; a tonic.

CLARETS
in Quarts and Pints.

CHATEAU MOUTON.
For a good after dinner Wine we recommend this.
Price $28.75 per 1 dozen bottles.

MARGAUX-MEDOC.
A breakfast Claret.
Price $9.50 per 1 dozen bottles.

LIQUEUR.
BENEDICTINE, D.O.M.
Price $36.00 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [37

"Any man may make a mistake; none but a fool will stick to it."
IF YOU DON'T WANT TO STICK TO IT, USE—

BOVRIL

Why Sir! the reputation
of this splendid preparation
Is something quite stupendous, it passes all belief
It's PURITY is ABSOLUTE.
In every other attribute
'Tis FIFTY TIMES
MORE NOURISHING
than other forms of BEEF.
WATKINS & CO.,
SOLE AGENTS.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LD., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H.M. Government, and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
Pressures. Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat, and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent ... ... THOS. SKINNER.
DODWELL, CARLILL & CO.,
General Agents.
a34]

COTTAM & CO.

JUST RECEIVED.

NOVELTIES in TIES, STRAW HATS, &c., &c. [a29

SAINT-RAPHAEL WINE.

ESTD. 1834.

A strengthening, tonic, digestive, and fortifying wine, of delicious flavour, more efficacious in anæmia than preparations of iron and quinine.

An excellent preservative in epidemic seasons, and the best adjuvant in the treatment of phthisis.

Telephone No. 75. CALDBECK, MACGREGOR & CO.,
15, Queen's Road. WINE & SPIRIT MERCHANTS. [a27

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.

ON
THURSDAY, 29th JULY.

GRAND OPENING NIGHT
of the
POLLARD'S LILLIPUTIAN OPERA COMPANY.

Under the Distinguished Patronage of
The Governor H.E. Sir Wm. ROBINSON, G.C.M.G.,
H.E. Major-General W. BLACK, C.B.
Commodore S. C. HOLLAND, A.D.C., R.N.

THURSDAY and FRIDAY,
29th and 30th JULY.
R. Suppe's Popular Comic Opera
"BOCCACCIO."
SATURDAY AFTERNOON,
31st JULY, at 4 P.M.
GRAND MATINEE
"H.M.S. PINAFORE."
Children and amahs half-price to all parts of the house.
SATURDAY, 31st JULY, at 9 P.M.
"LA MASCOTTE."
MONDAY, 2nd AUGUST.
"DOROTHY."

Plan now open at W. ROBINSON & Co., Piano and Music Rooms, Queen's Road.
PRICES .....$3, 2 & 1.

Soldiers and Sailors in uniform half-price to second and back seats only.
Late trams will leave 15 minutes after each performance.

A. H. POLLARD,
Advance Representative.
Hongkong Hotel.
Hongkong, 26th July, 1897. [1686

NIPPON YUSEN KAISHA.

I HAVE This Day handed over CHARGE of this BRANCH of the COMPANY to Mr. A. S. MIHARA.
K. S. KIYOOKA.
Hongkong, 23rd July, 1897. [1702

COMFORTABLE Board and Residence with private family.
Apply
"B.,"
Care of Office of this Paper.
Hongkong, 29th June, 1897. [1486

HOTELS.

ENQUIRE

AT THE

HONGKONG HOTEL

for particulars of

REDUCED

BOARD AND LODGING RATES

FOR

CERTAIN ROOMS.

Hongkong, 25th June, 1897. [39

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong, A.B.C. Code. Telephone No. 35.

This HOTEL will be OPEN as usual until, at least, the 15th of September next.

For Particulars, apply to
The Manager,
MOUNT AUSTIN HOTEL.
Hongkong, 7th June, 1897. [2013

NEW VICTORIA HOTEL
ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, etc., etc., at any time between 7.30 A.M. and 11.30 P.M.
MONTHLY BOARDERS at MODERATE RATES.
"CADAR & FARMER,
Proprietors.
Hongkong, 4th September, 1896. [40

"BOA VISTA" HOTEL MACAO.

BEAUTIFULLY SITUATED FAMILY HOTEL, WITH UNINTERRUPTED SEA VIEW.

TOURISTS should not miss visiting this famous old Portuguese Colony. MACAO is distant 40 miles West of Hongkong and the trip is made DAILY, except SUNDAY, by the Saloon Steamer "HEUNG-SHAN" leaving Hongkong at 2 P.M., connection being made with Daily Steamer Service to Canton.
For Terms, apply
MANAGER.
Telegraphic Address, "Boavista." [1494

OCCIDENTAL HOTEL

36, DIVISION STREET, KOBE, JAPAN.

MRS. E. D'ARCY, PROPRIETRESS.

PLEASANT ROOMS, FIRST CLASS CUISINE, CENTRAL POSITION, AND MODERATE SCALE OF CHARGES.
Hongkong, 21st June, 1897. [1434

SHIPPING.

ARRIVALS.

July 24, KAISER-I-HIND, British str., 2,385, S. Barchan, Bombay 8th July and Singapore 19th. Mails and General.—P. & O. S. N. Co.
July 24, LYEEMOON, German str., 1,233, G. Heidermann, Canton 24th July, General.—SIEMSSEN & Co.
July 24, CHOYSANG, British str., 1,194, T. H. Bowker, Canton 24th July, General.—JARDINE, MATHESON & Co.
July 24, HAIMUN, British steamer, 536, H. Rathurst, Tamsui 20th July, Amoy 22nd, and Swatow 23rd, General.—DOUGLAS LAPRAIK & Co.
July 24, WONGKOO, British str., 1,115, Stenham, Bangkok 16th July, General.—BUTTERFIELD & SWIRE.
July 24, HAKATA MARU, Jap. str., 6,000, M. Nivison, R.N.R., Kobe 19th July, General.—NIPPON YUSEN KAISHA.
July 25, ARGYLL, British str., 1,883, W. Ward, Amoy 23rd July, Tea and General.—DODWELL, CARLILL & Co.
July 25, AUSTRALIAN, British str., 1,783, Helms, Kobe 19th July, General.—GIBB, LIVINGSTON & Co.
July 25, NAMOA, British str., 862, Hall, Foochow, Amoy and Swatow 24th July, General.—DOUGLAS LAPRAIK & Co.
July 25, PEKA NANJO, British str., 1,021, W. H. Watton, Bangkok 19th July, General.—YUEN FAT HONG.
July 25, WUCHANG, German str., 1,116, H. Jacobsen, Saigon 22nd July, Rice.—LAUTS, WEGENER & Co.
July 25, TABIM, Norwegian str., 1,117, Irgens, Canton 25th July, Ballast.—JARDINE, MATHESON & Co.
July 25, KWONGSANG, British str., 989, W. S. Stalker, Canton 25th July, General.—JARDINE, MATHESON & Co.
July 25, KWANGLEE, Chinese str., 1,505, Lincoln, Canton 25th July, General.—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 24TH JULY.

Ningchow, British str., for Shanghai.
Pongola, British str., for Durban.
Catherine Apcar, British str., for Singapore.
Coptic, British str., for Amoy.
Gromarty, British str., for Shanghai.
Ingraban, German str., for Yokohama.
Fraumes, Norw. str., for Canton.
Liv, Norwegian str., for Shanghai.
Albingia, German str., for Taiwanfoo.
Chingping, Chinese str., for Chefoo.
Deuteros, German str., for Saigon.

DEPARTURES.

July 24, TAKSANG, British str., for Chefoo.
July 24, COPTIC, British str., for Shanghai.
July 24, CATHERINE APCAR, British str., for Calcutta.
July 24, CROMARTY, British str., for Shanghai.
July 24, FRAMNES, Norw. str., for Canton.
July 24, ONSANG, British str., for Java.
July 24, PEIYANG, German str., for Chinkiang.
July 25, ALBINGIA, German str., for Taiwanfoo.
July 25, CHINGPING, Chinese str., for Chefoo.
July 25, DEUTEROS, German str., for Saigon.
July 25, INGRABAN, German str., for Yhama.
July 25, KAISER-I-HIND, British str., for Shai.
July 25, NINGCHOW, British str., for Shanghai.
July 25, PONGOLA, British str., for Durban.

PASSENGERS.

ARRIVED.

Per *Kaiser-i-Hind*, str., for Hongkong, from London.—Qr.-Master and Mrs. Crombie and child and Mr. Oram. From Bombay.—Mr. J. H. Mody. From Colombo.—Mr. and Mrs. Duff, Miss Douglas and Mr. Green. From Singapore.—Mrs. H. Clegg, Mr. A. F. Gault, Miss Sav. N. Gant and Mr. D. Chester. For Yokohama from Bombay.—Mr. N. S. Glazebrook.
Per *Haimun*, steamer, from Coast Ports.—Messrs. Robertson, and Smith, and 106 Chinese.
Per *Pira Nang*, str., from Bangkok.—Mdme. Zills, Middle, C. and Middle. F. Zills and 4 children, Mr. Reichel.

DEPARTED.

Per *Coptic*, str., from Hongkong for Nagasaki.—Mrs. Imazato, Miss Imazato and Mr. Kunoto. For Kobe.—Mr. J. Selles. For Yokohama.—Capt. and Mrs. Long, infant, and European Maid and Mr. H. E. Pollock. For Honolulu.—Hon. J. W. Brown, and Hon. E. Sang. For San Francisco.—Messrs. D. Schwarting and E. Grette.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Oscarshal.
KOWLOON DOCKS.—Methven Castle, Lecanmoon, H.M.S. Pique.
COSMOPOLITAN DOCK.—

TO-DAY.

Auction of Crown Land, at Wanchai Road at 3 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 10.30 a.m. ... Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ... Every half hour.
12.30 p.m. to 2.30 p.m. ... Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ... Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.45 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ... Every quarter of an hour
3 p.m. to 8 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1896. [824

SCOTCH WHISKIES.

THE Advertisers are open to appoint an AGENT to represent them in HONGKONG for the sale of their Whiskies.—Apply with references to JAMES MARTIN & Co., Scotch Whisky Merchants, Leith, Scotland. [1660

CARTRIDGES

NOBEL'S SPORTING BALLISTITE
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with Ballistite Ballistite only, and 1 oz. of Shot.

Primrose Cases	$5.50	$7.25 per hundred.
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.50	8.25

5% discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & Co.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1897. [1623

PORTLAND CEMENT
J. B WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 11th April, 1883 [1402

NOTICE.

SUN SING LOONG (新勝隆) have always for SALE a fine assortment of the new season's selected PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.
Head Office: HONGKONG, No. 3, Sai On Lane, West Point.
Branch Office: HONAN, Canton.
CHUI CHEW TING,
Manager.
Hongkong, 30th April, 1897. [1042

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2657

NOW READY,
THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST.
FOR
1897.

THE THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.
Royal Octavo. Complete with Maps and Plans pp. 1,240, $7. Directory only, pp. 872, $3.50.

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CHEMISTS BY APPOINTMENT.

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MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*
Telegraphic Address PRESS—A.B.C. *Code.*
P.O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, JULY 26th, 1897.

AN association was recently formed in England under name of L'Entente Cordiale for the promotion of more cordial relations between the United Kingdom and France. The first meeting of the association was held in London last month, when Sir ARTHUR ARNOLD, who presided, said that the basis of *l'entente cordiale* was mutual respect, that good relations with France were the most essential part of a wise foreign policy for England, and that the people could do even more than the Government to insure such relations. A similar association has been formed in France, and it is gratifying to find that the object aimed at receives some support in the Press of that country. *La Politique Coloniale* in a recent issue, after pointing out that there are certain colonial difficulties between France and England and a divergence of interests in various parts of the world, and that no one on either side of the channel would expect France to renounce her rights or England to abstain from the maintenance of her interests, goes on to say:—"It is, however, "permissible to believe that these two great "countries, without abandoning any of their "respective rights, their legitimate interests, "or, still less, their national dignity, might "rise above the miserable quarrels promoted "by unworthy excitations or an excess of "zeal on the part of junior officers, when "high considerations so imperiously demand "agreement." Our contemporary attaches much importance to the speech of Sir E. MONSON to the British Chamber of Commerce at Paris, in which he said that he saw no reason why the *entente cordiale* of which so much was heard forty years ago should not be renewed and rendered more durable than it then proved. This expression on the part of the Ambassador is construed as having been made with the approval, if not at the instance, of the British Government. It is certainly a statement which the Government might very well adopt, and which the nation would thoroughly approve. There are many bonds of interest and sentiment between France and England; and that the relations of the two peoples should be embittered by the constant girding of a fire-eating section of the Press is deplorable. Whether the association known as L'Entente Cordiale will be able to exercise much influence on national policy may be doubtful, but the existence of such societies in both countries is in itself evidence of a change coming over public opinion and as such is exceedingly satisfactory.

A Raub dividend of one shilling per share is announced.

The delivery of the English Mail was begun at 9.20 a.m. on Saturday.

The "Ben" Line steamer *Benlomond* from Leith and London, left Singapore for this port on the 22nd instant.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Shanghai for this port on Saturday morning at 6 o'clock.

The "Mogul" Line steamer *Energia*, left Singapore on the 24th instant, and is due here on or about Friday, the 30th instant.

The O. S. S. Co.'s steamer *Nestor*, from Liverpool left Singapore on the morning of the 25th inst. and may be expected here on or about the 31st inst.

It is notified in the *Gazette* that Monday, 2nd August, being a Bank holiday, is to be observed as a holiday in the Government departments.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 17th instant.

The C. P. R. steamer *Empress of Japan* arrived at Woosung at 8 a.m. on 24th inst., and left that port at 5 o'clock the same afternoon, and was due to arrive at Nagasaki at 6 a.m. to-day, 26th inst.

The N. D. L. steamer *Preussen*, which arrived at Colombo on the 2nd July homeward bound, had a case of smallpox on board. The patient was removed to hospital and the ship was granted pratique after disinfection.

At 3.30 on Saturday afternoon the steamer *Catherine Apcar* was leaving the harbour for Singapore when her propeller touched the steam launch *Chim Fat*, causing such damage that the launch sank almost immediately. No lives were lost.

Serious floods are reported from various parts of Japan. According to a Tokyo press despatch of the 16th July it is reported that next year's Budget will show a deficit of 25 million yen, even though the fullest economy is observed. The deficit is chiefly due to the extraordinary expenditure sanctioned by the Diet.

On Saturday morning the dead body of a soldier named Bell, a gunner in the Royal Artillery was picked up on the beach at Shaukiwan. About three days before he went out by the military launch to Lyeemoon but did not return and it is supposed that he met with an accident and was drowned. He was reported as missing by the Military Authorities.

A Tokyo press despatch of the 14th July says the Japanese Government proposes to order a Nagasaki diver to search for wrecks in the vicinity of the Pescadores, with a view to definitely ascertaining whether the cruiser *Unebi*, which disappeared seven or eight years ago when on a voyage from Singapore to Japan, is among them.

Four boatmen were charged at the Magistracy on Saturday with boarding the steamer *Catherine Apcar* without permission. It was pointed out that boatmen frequently rushed on to steamers for the purpose of selling matting, etc., much to the hindrance and annoyance of officers. The Magistrate sent the prisoners to gaol for six weeks with hard labour.

The appointment of Dr. F. W. Clark, Medical Officer of Health, to be Superintendent of Statistics in the Registrar-General's department, is gazetted. Dr. Clark is also appointed to be the Medical Officer who shall assist the Registrar-General or Registrar in the manner provided in section 12 (e) of the Births and Deaths Registration Ordinance, 1896, to ascertain, when necessary, the true cause of death.

The Batavia correspondent of the *Singapore Free Press*, writing on the 9th July, says:—Mr. C. J. Boon, who is accused of appropriating to his own use the sum of f. 81,000 belonging to the Hongkong and Shanghai Bank, whilst acting as their Agent in Padang, has been arrested there and brought to Batavia, and he is now undergoing a preliminary examination. The Government have taken up the case and are prosecuting.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 22nd July.

TURKEY AND THE POWERS.

The Peace Conference at Constantinople has agreed to the frontier proposed by the Ambassadors and has commenced the discussion of the preliminaries of peace. The German Embassy will prepare the indemnity proposals.

THE EXPEDITION TO TOCHI VALLEY.

The Tochi Valley expedition has occupied Sherani and Maizar without opposition.

LONDON, 23rd July.

BELGIUM.

A Bill has been introduced by the Belgian Chamber abolishing the import duties on Tea.

TURKEY AND THE PEACE PROPOSALS.

It is understood that the Sultan receives minor concessions in regard to the frontier, by which the passes are rendered more secure.

FRANCE AND SIAM.

The friendly reception of the Czar has resulted in the adjustment of the difficulty between France and Siam. The King of Siam will visit Paris in September.

GREAT BRITAIN AND THE SOUDAN EXPEDITION.

No force is being prepared in England for service in the Soudan.

THE POLO TOURNAMENT.

The Quarterly Polo Tournament will be commenced on Wednesday next at 5 p.m. on the Causeway Bay ground, the competing teams being the 14th Regiment v. The Club, and the winners will play the Civilians on Monday, 2nd August, at 5 p.m. This tournament is for the Hon. F. H. May's Cup. The teams are—

14TH REGIMENT.	THE CLUB.
Mr. Tew	Capt. Burney, R.A.
Mr. Wood	Capt. Phillips, A.D.C.
Mr. Spencer	Mr. Lawford, R.N.
Mr. Gordon	Mr. Gibson

CIVILIANS.
Hon. T. H. Whitehead
Mr. Landale
Mr. Hastings
Mr. Platt

CABLE CHESS MATCH.

SINGAPORE V. HONGKONG.

It is proposed, we (*Singapore Free Press*) understand, to arrange for a consultation chess match, six a side, between Hongkong and Singapore, if possible. The Eastern Extension Telegraph Company were approached with a view to obtaining a reduction in the rates, but Mr. W. Grigor Taylor has kindly offered to accept the telegrams free of charge; and provided the assent of the Chess Club Committee is obtained, which should not be a difficult matter, a wire is to be despatched to the Hongkong Chess Club challenging them to play two simultaneous games, each Club thus having the first move, Singapore in game No. 1 and Hongkong in game No. 2, move and reply being cabled in this order. The following, we hear, will be asked to act on the local playing committee: Messrs. W. Egerton, J. B. Elcum, H. W. Hullett, P. McIntyre, T. R. Miles, and P. A. Reutens. Singapore's first move according to the draft telegram is given as P—K4.

In reference to the above we may say that the arrangements in Hongkong are in the hands of Colonel The O'Gorman and Mr. W. C. Barlow, President and Hon. Secretary respectively of the Hongkong Chess Club. The reply of Hongkong to Singapore's first move is P—K4.

THE NEW HONGKONG CLUB.

To-day the members of the Hongkong Club take possession of their magnificent pile of buildings recently erected on the new frontage. The process of flitting from the old out-of-date structure to the new, commodious, and thoroughly up-to-date building was achieved with such considerable celerity that the members were deprived of clubland for one day only, and as that day was yesterday, few, if any, were inconvenienced. On Saturday the interior of the new building was receiving the final touches from the polisher and the painter, workmen were busy fixing the many necessary fittings in the various rooms and depositing the furniture in the allotted places, while the polished floor of the library was strewn with hundreds of books, which looked woefully out of place down there and seemed to be pitifully pleading to be placed in the more elevated and sober atmosphere of the numerous bookshelves. Doubtless by to-day everything is in order, although perhaps not up to apple-pie standard; but it takes more than a day to get "things straight," even in a three-roomed cottage.

The new Club stands in a commanding situation on the Praya and there is an unobstructed view of the harbour on the North side and of the Peak on the South, so that it is in an exceedingly fine position to catch the summer breezes; indeed, it is questionable whether there is a lower-level situation from which a better uninterrupted view of the hills can be obtained. The building is in the Italian Renaissance style and the Doric and Corinthian orders have been used, the whole block presenting a most striking appearance from either side. The main entrance to the building is perhaps its chief fault, but it is a fault which was unavoidable, the architects, Messrs. Palmer and Turner, having had to sacrifice a handsome entrance for the God of Bowls. The entrance is on the western side and is far from imposing. Turning immediately to the left is a billiard room with two tables, while to the right is a billiard room containing three tables. Passing behind the narrow stone staircase facing the entrance the bowling alley is reached, and in making this hall of pleasure the loftiest and best lighted in the colony the rather insignificant entrance had to be adopted. There are no fewer than four alleys and as the place is eighteen feet in height it may be imagined that there was no space for a grand entrance hall and staircase. Behind the bowling alley are wine cellars and the refrigerating room, the latter being fitted with the latest appliances.

The change from the ground to the first floor is very pleasant from an artistic point of view. Arriving on the first floor a very fine hall is seen, round which are Doric columns supporting the gallery all round the upper floor. Immediately to the left of the stairs is the Secretary's room, farther on is the match billiard room, and to the right of this is the spacious bar, which overlooks the harbour. At the other end of the hall are the reading and writing rooms and lavatories, &c., and behind these is the servants' waiting room.

A grand staircase, made of teak, leads from the first to the second floor, and here again the gallery above is supported by numerous columns, which add much to the pleasing effect of the hall. On this floor is the library, which faces the Queen's Statue. The room seems admirably suited for the purposes of quiet reading, being at so appropriate a distance from the bar, the billiard rooms, and the bowling alley. Near the library is the librarian's room, and further along the hall is the very large dining room, which will seat two hundred persons. There are also a private dining room and card room.

On the third floor are eleven fairly large sized bedrooms.

The servants will all be quartered on the East side, where a mezzanine floor has been built between the card room and the third floor to increase the accommodation for the Chinese staff.

The furnishing of the Club, which is being done by Messrs. Lane and Crawford, under the personal supervision of Mr. F. C. Wilford, has not yet been completed. The carpets, which are of very fine quality, have all arrived, and they will be freely used about the building. All the furniture has been made locally. It is plain and substantial, the lounge chairs and sofas being upholstered in leather, while the chairs in the dining rooms, writing and reading rooms, &c., are of plain teak. Many of the bedrooms are now ready for occupation. They are comfortably furnished and from their situation will be pretty cool in the summer months.

THE HONGKONG SHARE MARKET.

Mr. E. Georg, in his weekly share list dated July 24th, says:

The market has been exceedingly dull, and, with hardly any business doing, rates, although not showing a material change, are weak for most stocks.

BANK SHARES.—Hongkong and Shanghais have changed hands in small lots at 188 per cent. prem. for cash, at which rate the market is steady. The London rate is unchanged. National Banks found buyers at $24, but shares are on offer now at $23½. Bank of China and Japans without business.

MARINE INSURANCE SHARES.—Unions unchanged with small buyers at $227½. China Traders are in some demand at $77 to $77½, without bringing out sellers. North Chinas have been done in the north at Tls. 190, but locally shares sold at Tls. 187½ and Tls. 185. Yangtzes are slightly firmer and can be placed at $156. Cantons have sellers at $180, and Straits, which sold at $17¼ and $17½ are on offer at latter rate.

FIRE INSURANCE SHARES.—Hongkongs sold at $360, but are offering. Chinas sold in small lots at $106 and $107 closing with sellers at the higher rate.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats have been done at $34½, but more shares are on the market in spite of the favourable half yearly report, just issued. Indo-Chinas have weakened, and after sales at $51, are now on offer at $50½. China and Manilas are obtainable at $76 and Douglases at $67. China Mutuals unchanged.

REFINERIES.—China Sugars sold at $145 to $144 for cash, and at $151 and $148 for 31st October, closing with cash sellers at $144. Luzons are in some demand for the north, and buyers offer $47½.

MINING SHARES.—Punjoms have been negotiated at $7½ to $7.85 for ordinaries, closing with sellers at $7½ and $2¼ to $2½ for preference shares, closing rate being $2¼. Charbonnages found buyers at $90. New Balmorals sold at $1.90 to $1.70 for ordinaries and $2.10 to $1.90 for preference shares; at the lower rates further shares could be placed. Jelebus have been done at $2¼, $2.10, and $2.15, closing with sellers at $2½. Raubs have declined further, Singapore offering shares freely and down to $23½ has been accepted, the market closing slightly steadier with sales and buyers at $24. Mr. Bibby is expected here daily, *en route* for England via America; his principal object in visiting the United States is to examine and report upon such electrical installations as may be most suitable for Raub. Olivers, after selling at $6½ and $6½ for "B" shares, are on offer at the lower figure. Great Eastern and Caledonians ($2½ paid up shares) sold at $3, $2.75, $2.60 and $2.50 per share, closing with probable sellers at $2.60; the scrip of this Company will most likely be ready on 26th instant.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Dock Company's shares are very quiet, and I only hear of a small sale at 240 per cent. prem. Nothing has been done in Hongkong and Kowloon Wharf and Godown Co.'s shares, which have sellers at $67 to $66½. A few Wanchai Warehouse shares can be got at $45. New Amoy Dock shares found buyers at $19.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Co.'s shares sold and are offering at $77, with no further buyers over $76. Kowloon Lands at $20 and West Points at $22½, as well as Hongkong Hotels at $50 are on the market, while Humphreys are in demand at $9½, after further sales at this rate.

MISCELLANEOUS.—Green Islands have weakened slightly, selling at $39 to $38, and closing with sellers at latter rate; shareholders are reminded that applications for shares of the new issue must be made not later than 2nd proximo. A. S. Watson & Co.'s sold at $12½ and $12.60, closing weak. Hongkong Electrics fetched $7½, but can be got at that figure. Ropes are easier with sellers at $172. Fenwicks have changed hands at $27½ to $29, closing with buyers at the latter rate; it is reported that the Directors have sold the Company's Kowloon property on advantageous terms, hence most probably the demand. Tramways are offering at $114. All Cotton stocks are weak and have sellers at Tls. 114 for Ewos, Tls. 119 for Internationals, Tls. 118 for Laou Kung Mows and Tls. 595 for Soeychees. Tebrau's ($2½ paid up shares) sold at $2.20 to $2 and are on offer at the lower rate.

THE "ADEN" DISASTER.

TERRIBLE EXPERIENCES OF THE SURVIVORS.

The Superintendent of the P. and O. Company in Hongkong has forwarded us the following particulars of the loss of the Company's steamer *Aden* as narrated by the survivors to the Company's agent at Aden:—

Messrs. T. A. White and Peter Kelt, third and fourth engineers, were on watch in the engine-room when the *Aden* struck the reef at 2.5 a.m. on the 9th June. The shock was not a particularly heavy one, but rather as if the ship had been lifted on to the rocks. The ship never moved, but remained where she struck perfectly upright. Within three minutes after striking, the water rose to the level of the engine-room, putting fires and lights out. The water appeared to come in from the after end of the ship through the tunnel, and the third and fourth engineers endeavoured to close the tunnel door but were forced back by the water and were then, with the men on watch, ordered on deck. A steam pipe in the stoke hole is supposed to have burst, as there was much steam about, but the water prevented any attempt being made to verify this, nor were two attempts by the engineers to ease the safety valves more successful from the same cause, the water in the engine-room being then at sea level.

On reaching the deck, life-belts were served out to everyone, and attempts were made to clear away the lee lifeboats—the sea at the weather side being too rough. At this time it was so dark that it was impossible to see a yard ahead. The life-boats having been cleared away and made ready to receive passengers, at dawn attempts, more or less successful, were made to find clothing for the passengers who were in their night dresses. The weather got worse, and a sea suddenly carried away the after lifeboat on the lee side, with three men in it,—whether natives or Europeans it is not known.

Day broke shortly afterwards, and preparations were made for passing the women and children into the only life-boat left (when the others disappeared no one can say), and the stewardess, third officer, and several quartermasters were in it to pass in the passengers, when a sea struck it, carrying the after fall away and leaving the boat hanging to the davit by the forward one. The fourth officer cleared the fall, and the boat floated and righted. All who were in her were thrown into the water, but were picked up including the stewardess, who was saved by the fourth officer jumping in after her. The boat's gear was recovered, but not the provisions (whether fresh provisions were put in or not, none of the survivors can tell, but the impression is that none were). The ladies and children then got in, and with them the third and fourth officers, chief and second engineers, surgeon, head steward, two stewards, three or four quartermasters, carpenter and winchman. The boat shoved off and soon drifted away out of sight, and was not seen to reach the land, which was by this time quite clear. Captain Hill was all the time on deck, and gave his orders quietly and collectedly. There was no panic, and, as far as Messrs. White and Kelt were able to judge, everyone was fairly cool and self-possessed.

The lift-boat washed away from the davits was seen floating near the ship, and the second officer with the gunner, quartermaster, and several lascars were sent off by the Captain in the cutter to try and recover it, but failed, and were never seen again by those on board. The chief officer, with a line and a life buoy round him attempted to reach it. Whether he did or not is unknown, as the boat drifted away and the chief officer did not return. The Europeans on board were now reduced to the Commander, third and fourth engineers, and the writer, with those passengers who had not gone in that boat either because the wives would not go without their husbands or because the ship was preferred to the boat. All took shelter on the lee side of the hurricane deck until 11 a.m., when seas commenced to break over from both sides (on the lee side, it was a very heavy backwash, I am told), and about an hour later Capt. Hell was knocked down; his thigh was broken and he washed about on deck, and shortly afterwards was carried overboard and drowned.

No assistance could be afforded him, as the others were in a very perilous state themselves, passengers and crew being gradually washed away. About 3 p.m. it was found impossible to remain on deck, so the European survivors went below, where the only place of refuge for them was the bar, the natives meanwhile seeking shelter in the donkey boiler. Before dark, the ship was full of water; the chart room, music saloon, Captain's cabin, bridge, funnel and all woodwork on the hurricane deck had gone. Mr. White, during the day, had his left shoulder dislocated, and the writer (Cave) was badly wounded in the leg by a broken iron pipe. Nearly all the passengers, ladies included, were injured in various ways. By next day (everyone is rather uncertain about the exact time anything occurred, during the first week owing to suffering and prostration) it was discovered that the Europeans had the midship section of the ship to themselves, whilst the natives, all that were left, had managed to get aft under the poop, or forward under the forecastle. Seas were breaking over furiously nearly all the time, and communication was only kept up between the various sections at irregular intervals and at the risk of life.

The passengers found six dozen bottles of soda water in the bar, and this was the only thing in the shape of water they had the whole time, the water tanks being inaccessible. It was served out in wine glasses. Mr. Kelt was nearly killed and drowned trying to get aft for water for the children. The coal trimmer serang had improvised a distilling apparatus, and the lascars were getting fresh water from it at the rate of two gallons a day.

The writer Cave also behaved well, and was also nearly killed and drowned trying to get food for the passengers, who speak most highly of the devotion and attention of these three survivors of the European crew.

The seventeen days on the wreck were passed in attempts to get food from one end or the other, and were more or less successful according to the weather. The natives behaved well, and tried to help as well as they could. Steamers were sighted at various times, but although the reversed ensign was flying and the lascars waved flags from from the deck and were apparently unnoticed, the survivors never gave up hope.

Mr. White procured some candles, and each night exhibited a light in one of the port holes, and it is due to this that the R.I.M. *Mayo* lying, under the lee of Ras Momi, on the evening of 25th June, with the wreck in sight awaiting for daylight to approach, knew the ship was not abandoned.

At 6 a.m., the *Mayo* proceeded, and anchored about half a mile from the wreck, and sent the cutter in with a volunteer crew under the command of 1st Lieut. H. Dobbin and Sub-Lieut. A. Goldsmith. In two trips and by 9 o'clock, all the survivors of the *Aden* were safe on board the *Mayo*, and none too soon, as Lieut. Dobbin reported that on his second trip, whilst Sub-Lieut. Goldsmith was endeavouring to get aloft and bring away the ensign, the ship's side burst open and the boat was nearly swamped with the water pouring out, and the *Aden* showed such unmistakeable signs of her approaching end that Lieut. Goldsmith was recalled and the boat returned to the *Mayo*.

The weather was very bad, and a third trip could not have been made. The *Aden's* back was broken, the deck in the fore well gone and the side burst when the *Mayo* left, so possibly there is little or nothing left of her now.

Whatever else may be said about the Salisbury Administration, there is no doubt that, thanks to the statesmanship of Joseph Chamberlain, it has managed to augment considerably the loyalty and the good-will of the colonies toward the mother country. Canada, besides offering to Great Britain exceptional advantages by her new tariff, has recently passed a vote in her Senate in favour of steps being taken to bring about closer political relations with England, and demanding that the Dominion Government should take the initiative in the matter. At the same time the Cape Parliament has passed an almost unanimous resolution for the arrangement of a contribution by the Cape Colony to England's expenses in connection with the naval defence of the empire; and besides this the Afrikanderbund, which is composed in the main of Boers under British rule, has lately made public emphatic expression of the loyalty of its members to the English Crown. In fact, from every portion of the vast colonial empire of Queen Victoria come royal tokens of goodwill and of a desire for closer ties with the mother country—tokens which cannot fail to astonish those who a few years ago expressed so positively the opinion that everything in England's empire beyond the sea tended toward separation and independence.—*New York Tribune.*

THE INDO-CHINA S.N. CO., LIMITED.

The following is the report of the proceedings at the sixteenth ordinary general meeting of the Indo-China Steam Navigation Co., Limited, held on 17th June at the Office of the Company, 29, Cornhill, London, E.C.

Mr. James Macandrew, Chairman of the Board of Directors, presided.

The CHAIRMAN—The Secretary will read the notice convening the meeting.

The SECRETARY (Mr. A. Cheyne) read the notice.

The CHAIRMAN—Gentlemen, I certainly did not expect so small an attendance of shareholders as we have to-day. I thought we should have had a good many present on this occasion, because I am afraid the feeling among them must be one of disappointment at the earnings of the year not admitting of a dividend being declared. That, however, is the fault of no one, and last of all of the General Managers in China, who have done everything that lay in their power to find remunerative employment for the Company's vessels. It is an example of the vicissitudes which take place in the shipping trade, and which I think are sometimes more sudden and pronounced than in most other trades, as you have already had some experience of. The cause of the diminution in the receipts of the Company is briefly summarised in the report as being less freight to carry and greater competition for the carriage of that freight. The consequence is that low rates have prevailed throughout the year, with the result of a large diminution in the gross earnings, so that it has been necessary to take a moderate sum from our underwriting account to cover the usual depreciation upon the fleet. The best consolation that can be offered to the shareholders is that matters look better for the year 1897. We are now getting fair employment for our vessels in China at rates of freight better than those of last year. I, therefore, see no particular reason why there should not be a continuance of that state of matters, and that we may have a fair average year. The accounts show that there has been a material increase in the value of the fleet, which has been caused by the new vessels that have been taken into the list during the year 1896. On the other side of the account it will be seen that the loans and bills payable that are outstanding represent instalments on these vessels which have not yet been met, but these are being steadily liquidated by degrees and will be wiped off in due time. The new vessels which have gone out have given great satisfaction in China, both to shippers and passengers, and are proving a very serviceable addition to the fleet. The charge for interest is increased in consequence of these borrowings for the cost of the new vessels; and on the other side of the account the surplus from exchange account has been dealt with in the manner which is explained in the report. I am sure the shareholders generally will be satisfied that the Directors have made this provision, for what will no doubt be a decrease this year in the value of the dollar. The underwriting account has had several claims charged upon it during the year, and there will probably be something more to debit to it on account of the steamer *On Wo*. Nevertheless, it closes with the satisfactory balance of £90,000 after having transferred to general revenue the sum of £16,318. There is one matter that I should mention to you, which is not referred to in the report, and that is that the Company has taken advantage of the recent treaty that was signed in China for opening the West River in the Kuangtung Province to foreign trade. They are doing this by establishing a service of steamers in connection with other local Companies which are interested in developing the trade, but we must not expect too much from it at first. It is a new locality, the navigation is only imperfectly known, and the steamers at present available cannot penetrate long distances into the interior as they do upon the river Yangtsze Kiang. At the same time these steamers will serve the wants of what is a populous and progressive region, and from which access may be obtained to the Western provinces of China, and it is hoped in the course of time that a substantial and remunerative trade may be built up in that quarter. I think the only other thing I have to allude to is the Company's claim for the Steamer *Kow Shing*. We have still been unable to obtain a settlement of it. It ought to have been admitted and paid long ago, and the families of the sufferers by that disaster are also being kept out of what is justly due to them. We have done everything in our power to hurry the pace of the Foreign Office and of the Chinese authorities, and all I can say at present on the subject is that the case is still under negotiation with the Chinese, and that we hope for a satisfactory solution of it. I think with these explanations I may simply move—"That the Report of the Directors and the Accounts for 1896, as presented, be approved and passed."

Mr. REID—I have pleasure in seconding the motion.

The CHAIRMAN—If any shareholder has any remarks to make, or questions to ask, I shall be happy to answer him. (A pause). If not gentlemen, I will put the motion to the meeting.

The resolution was then put and carried unanimously.

The CHAIRMAN—I have now to propose—"That the retiring Directors, Messrs. Thomas Reid and William Paterson, be re-elected." They are both well known to the shareholders. Mr. Reid is an original Director, and I think you cannot do better than approve their re-election.

Mr. KESWICK—I beg to second the resolution.

The motion was put and carried.

The CHAIRMAN—The only remaining resolution is for the re-election of the auditors for the ensuing year.

Mr. EASTWOOD—I shall be pleased to propose:—"That the retiring auditors, Messrs. Turquand, Youngs & Co., be re-elected."

Mr. WELLS—I beg to second that resolution.

The motion was also agreed to.

The CHAIRMAN—I thank you for your attendance, and that concludes the business of the meeting.

The proceedings then terminated.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FIRE AT THE HONGKONG HOTEL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Will you oblige me by correcting some details of the paragraph in your issue of this morning recording the small fire in the Hongkong Hotel. It broke out, as you state, about 10 p.m., but not in the kitchen (as you also state) which is situated at the top of the New Building, but in a kitchen in the basement of the East Wing used for cooking Chinese food for the servants. As it was not in proximity to bedrooms, and as it was discovered in very ample time, there was never any danger of serious consequences, and it was speedily extinguished.—I am, dear sir, yours faithfully,

C. MOONEY, Secretary.

Hongkong, 24th July, 1897.

NEW JAPANESE WARSHIPS.

There is quite a respectable fleet of war vessels built and building in this and other countries at the present time for the Japanese Navy, as a part of the two programmes for the expansion of the warlike marine agreed to by the Diet. These two schemes have now become merged into one virtually, for it is difficult to say to which any particular vessel pertains. Two first-class battleships—the *Fuji*, built by the Thames Ironworks, and the *Yashima*, by Armstrongs—are on the point of completion, and may be classed as ready. Amongst the orders given are one for a first-class battleship of 15,000 tons, to be constructed by the Thames Ironworks. She is to be called the *Shikishima*, will have a speed of 18 knots, and be finished in May, 1899. Another first-class battleship is to be constructed by Thomsons on the Clyde, and will substantially be a sister to our own *Jupiter*. She will be ready towards the close of 1899. A second-class cruiser, 4,350 tons, twenty knots speed, named the *Takasago*, is now being finished by Armstrongs. Two second-class cruisers, each of 4,700 tons, twenty knots speed, are being constructed in the United States, the *Kasagi*, by Cramps, of Philadelphia, and the *Chitose*, by the Union Ironworks, San Francisco. These two are to be ready at the end of next year. Besides these an order for two second-class cruisers is just about to be placed, one in France and one in Germany, the contracts for which are not yet actually signed. This list is completed by eight torpedo-boat destroyers of 250 tons each and thirty knots speed. Four of these have been contracted for by Messrs. Yarrow of Poplar, and four by Messrs. Thornycroft of Chiswick. Part of them will be ready in 1898 and others early in 1899.—*London and China Express.*

THE EPISCOPAL CHURCH OF AMERICA AND THE DIAMOND JUBILEE.

PRAYERS FOR QUEEN VICTORIA.

At the suggestion of the Rev. Dr. William R. Huntington, the Standing Committee of the diocese requested Bishop Ellison Capers, of South Carolina, acting for Bishop Potter during the latter's absence abroad, to set forth a form of prayer to be used on Sunday, June 20, in all of the Episcopal churches in the diocese of New York, that being the day appointed in the Church of England for the religious commemoration of the sixtieth year of the reign of Queen Victoria. Bishop Capers responded cheerfully to the request, and authorized the following collects:

O Almighty and ever living God, King of Kings, Lord of Lords, we praise Thy name for the memorable years of the reign of Thy servant, Victoria, the good and ever-faithful Queen of Great Britain. Keep her, we beseech Thee, under the protection of Thy good providence. Sustain her in the cares of her great office. Grant her health, prosperity and long life, to lead her nation in the way of righteousness. May all things be so ordered and settled by her endeavours upon the best and surest foundation, that peace and happiness, truth and justice, religion and piety may be established in Great Britain for all generations, through Jesus Christ our Lord. Amen.

Almighty God, who has made of one blood all nations of men to dwell on the face of the earth, pour Thy blessing, we beseech Thee, upon the people of the two great countries of common race, tongue and faith, Great Britain and the United States. Bind them together, we pray Thee, with cords of mutual respect, justice and charity. Sustain their institutions, nourish their arts and letters. Inspire their churches, lead their statesmen, and guide their people in the way of righteousness and peace. May the two nations vie with one another in striving to do Thy will and in working mightily for Thy righteousness, that so among all the nations of the earth Thy kingdom may come and Thy name be glorified. Grant this, we beseech Thee, in the name of Thy Son, our Saviour, Jesus Christ. Amen.

BRITISH NORTH BORNEO COMPANY.

The report of the British North Borneo Company states that the total receipts for the year 1896 on revenue account amount to £44,285, comprising £42,841 in Borneo, and £1,443 from interest and other sources in London. The expenditure for the year amounts to £33,015 on revenue account in Borneo, and £3,951 for home expenses. These figures show that the receipts of the year exceeded the expenditure by £7,318, but, on the other hand, an amount of £3,304 has to be taken into account for depreciation, adjustment of exchange, &c., calculated at the current rate of 2s. 1¼d. per dollar. A reference to the comparative statement of Borneo revenue and expenditure will show that while receipts from revenue proper in 1895 amounted to $348,947, they have risen in 1896 to $407,207, exhibiting an increase of $58,259. It may be mentioned that whereas the revenue expenditure in 1895 was $24,809 in excess of 1894, the expenditure of 1896 shows an increase over 1895 of $13,247. There has been a net expenditure on capital account in 1896 of £15,183. The Directors are continuing the policy of incurring special expenditure for the purpose of experimenting and of increasing the value and revenue of the company's property, and being of opinion that such expenditure does increase the value of the property, as well as the revenue, they have carried to the lands and property account £3,360, the balance of special account brought from last balance-sheet, together with the special expenditure in 1896—viz., £4,195, in all £7,555. The lands and property account now stands at £576,175, as against £555,355 on Dec. 31, 1895. Revenue account, Borneo, shows a credit balance of £6,522, to which is added the sum of £472 for land sold in 1896, making a total of £6,994. From this is deducted £2,507, the debit balance on profit and loss account, London, leaving a surplus of £4,487, which, with £1,012 (the undivided surplus of 1895), makes £5,499, out of which the Court recommend the payment of a dividend at the rate of 1 per cent. per annum.

SPORT AND ANECDOTE.

BY AN OLD FOGEY.

BACON'S GREAT RUNNING FEAT.

To enter at any length into the details of the remarkable performance of F. E. Bacon scarcely comes within my province here. Our sporting journals have already paid due homage to it by lengthy and minute particularisation, but having ventured to express doubts as to his ability to wipe out Deerfoot's long-standing record, after looking up a few facts and figures connected therewith, I may perhaps be allowed to join my humble tribute of praise to those still ringing in the ears of the gallant runner. That Bacon has long been a pedestrian of phenomenal powers is known to everyone who takes an interest in athletics, but until he accomplished his great feat of covering 11 miles 1,243 yards in the hour I am bound to confess that I thought W. G. George the better man. Few of us care to witness the shattering of old and favourite idols; the old Worcester runner has done so many brilliant things on the running track and across country that he must always occupy a prominent place in the annals of sport, but in respecting the deeds of our old heroes we must not neglect what is due to the younger school, and I am sure that all good sportsmen will now generously admit that to-day England possesses in Bacon the finest distance runner that ever lived. How excellently his task was mapped out and adhered to may be imagined to some extent by comparing the times of the different miles, for we find that there was only a difference of a little less than 25 seconds between the time taken for running the first mile and that for the eleventh. It was this splendid regularity that enabled him to accomplish the severe task. What records might be beaten on the way apparently had no charm for the runner—what he had to do was to be there at the finish, and it shows that he was but very little out in his calculations when he asserted his confidence of being able to run a mile in every five minutes. This it was that gave rise to a doubt in my mind, for the simple reason that no one had ever kept inside five minutes a mile after running eight miles, although I note that Bacon was only three-quarters of a minute outside. After such a superb feat, it is but natural, I suppose, that suggestions should crop up from every quarter as to further attacks upon long-standing records by this fleet-footed Essex man. George's famous mile time, 4min. 12¾sec., is, I fancy, within his reach if attacked in the same methodical and systematic manner we saw at Rochdale. That he is now at the very zenith of his powers cannot be doubted, but as the training for the Deerfoot record must have slowed him to some extent, no trial for George's mile time would be entertained probably before autumn.

A NEW BOWLER.

So unostentatiously have the Philadelphian team of cricketers been introduced into England that it was not until one of their number rattled down the wickets of one of our county elevens that any particular importance was attached to their doings. It now appears that in J. B. King the Americans possess a bowler, indeed, who possesses the eminently useful knack of making the ball swerve in the air, it is said, after the manner of pitchers at baseball. With the season still young, it is fully early to apprise the young cricketer's ability, but the fact of attention being drawn to his curling the ball in its flight may induce some of our young men to cultivate the practice. Before now I have heard most experienced cricketers express doubts as to the ability of anyone to knowingly curl or swerve a ball thrown at any pace, but having watched a baseball pitcher demonstrating the different deliveries, I can assure my readers that the ability to do those wonderful things with a ball is very real indeed. Not only did I see a player make a ball swerve to the right or to the left at will, but what was to me more marvellous still, the ball could be made to travel from the hand of the pitcher in a straight and level line until within a few feet of the striker when it would be made to suddenly curve upwards or downwards according to the particular spin put on it. At the moment I cannot recall the name of the American who gave this astonishing show to a party of journalists, but anything more remarkable in its way I had never before witnessed, nor have I seen it accomplished since. The probability is that King, the Philadelphian, acquired this skill when playing baseball, and now finds it of great service in our national game. Australia has sent us over some exceedingly smart bowlers at times, and it would now seem that America can teach us something. Considering how very scarce really destructive bowlers are to-day, it may be worth the while of some of our younger players to attempt this "curl" in the air. That it must require hours of diligent practice no one need doubt, but with centuries being piled up week in and week out by our great batsmen the introduction of a few more deadly bowlers would do the game of cricket no harm. It is good to see Tom Richardson and Mold making the ball turn into the wicket when bowling at top speed, but had either of them the knack possessed by the newly-discovered American bowler the probability is that a few of our county batsmen would have their averages considerably lowered.

THE BATTLE AGAINST BETTING.

Philadelphian lawyers have for some reason or other been accredited with possessing marvellous argumentative abilities, but it may be doubted whether their forensic skill would be equal to the subtleties which have arisen in connection with the betting prosecutions. For the life of me I cannot understand why those who do not want to bet upon horse-racing should seek to deprive others who do of this little privilege. Betting may be indefensible from a strictly moral standpoint, but, then, so may many other things practised by well-meaning persons day by day. It may be wrong to buy up shares on the Stock Exchange and sell them later at increased prices, but no one would dream of putting a stop to the transactions on Change. All forms of sport lend themselves to the practice of betting in a greater or lesser degree, and if the followers of horse-racing choose to risk their money in wagering upon the chance of certain animals, and conduct themselves in a manner inoffensive to the general public, it seems to me they might be left to pursue their paths in peace. I wonder if it ever occurs to the well-meaning gentlemen and ladies, who would suppress all forms of betting that by increasing the difficulties of wagering in public they are simply driving gambling beneath the surface, and out of the ken of those who are enabled to exercise proper control and sustain the code of honour known amongst all good sportsmen. Personally, I am no betting man myself, but had I have been present at Rochdale when Bacon was engaged on his stupendous task the probability is that I should have invested a sovereign or so in support of my opinion that Father Time would be the victor. I now know that my investment would have proved unfortunate, but at the same time my modest trifle would have been paid over with the greatest pleasure, for surely no one with the faintest instincts of a sportsman could complain about losing after such a magnificent achievement. The conditions for wagering were perfectly plain and straightforward, and those who lost bets over Bacon's feat would not hesitate to pay up pleasantly. To lose with good grace and with friendly feelings towards those who have profited by one's loss makes one no less worthy a citizen than the man who holds up his hands in pious horror at the mention of betting. There is enough hypocrisy in the world already without adding the pretence of elevating the morals of the masses by suppressing public betting.

LORD PALMERSTON.

Of the many distinguished statesmen who have served Her Majesty the Queen during her long and glorious reign, few indeed have been closely identified with the Turf. Lord Palmerston, however, followed the sport of kings with much keenness, although he never interfered, we are told, with the management of his horses. John Day—"Honest John," as he was called—used to train his horses, and had complete control of them in every way. So much confidence had his lordship in his trainer that he used to say, "Run them where you like and when you think best. Only let me know when they are worth backing, or that you have backed them for me." Lord Palmerston, William Day relates, was most abstemious in his habits, but was extremely vain of his person, which possibly gained for him the sobriquet of "Cupid." He often used to ride over from his Hampshire seat, Broadlands, to see his horses, accompanied by his groom, both riding thoroughbred hacks and it was his invariable custom to ride as hard as he could from his own front door until he reached his destination. Arrived at Danebury, he would go round the yard once or twice, gradually reducing the pace, in order to pull up. He could be very genial when he chose, but was never known to partake of the proferred hospitality of his faithful trainer. Having chatted matters over he would gallop home again as furiously as he was able, and in explanation of this he used to say that it was such capital exercise. John Day once waited upon him at the House of Commons while he was Prime Minister, and although an animated debate was proceeding he left his place and saw his servant. The old trainer's son, William, is responsible for the following little story concerning his lordship's curious ideas on trifles. After performing a very graceful act towards one of the Day family, the favour is thus acknowledged: "Few noblemen, and probably no other commoner, would have done such a thing. Indeed he dealt very differently with other people that he employed, none of whom could scarcely ever approach him upon any pretence whatever. Yet I am reminded that his butcher did get at him one day, by accident, and would not leave him until he had been paid his long-standing account. But when it was paid, and the receipt duly signed, his lordship drew on a glove, and, taking up the pen which had been used for the purpose, threw it out of the window, in utter contempt for 'such a mean action as a man's asking for his own.'" Although for some years her Majesty's principal adviser in State affairs it is well known that his own affairs did not always run smoothly, and I am tempted to give a few details in this matter which may not be without interest at this particular period.

A FAMOUS MEMORANDUM.

So assiduously has her Majesty Queen Victoria devoted herself to the many arduous duties which fall to the lot of a reigning monarch that only those who are in close contact with State affairs can form any accurate idea as to the amount of work actually got through by our gracious Sovereign. Every despatch received and sent out by the Foreign Office is submitted to her for perusal, and how keenly she follows the various phases of statecraft has been proved more than once. Not often during her reign has she had her wishes misconstrued, but Lord Palmerston's case is of historical interest. Recalling the Queen's famous memorandum upon the duties of the Foreign Secretary, Prince Consort stated in connection with his conversation with Lord Palmerston, in 1850:—"The Queen had often differed from Palmerston's policy. She had always openly stated her objections; but when overruled by the Cabinet, or convinced that it would from political reasons be more prudent to waive her objections, she knew her Constitutional position too well not to give her full support to whatever was done on the part of the Government. She knew that they were going to battle together, and that she was going to receive the blows which were aimed at the Government; and she had these last years received several, such as no Sovereign of England had before been obliged to put up with, and which had been most painful to her. What she had a right to require in return was, that before a line of policy was adopted or brought before her for her sanction, she should be in full possession of all the facts and all the motives operating." The memorandum which brought about the discomfiture of Lord Palmerston, who in 1851 was dismissed from office owing to a breach of its spirit, if not, as some may have thought, of its letter contained the following clause:—"Having once given her sanction to a measure, the Queen requires that it be not arbitrarily altered or modified by the Minister. Such an act she must consider as a failure in sincerity towards the Crown, and justly to be visited by the exercise of her Constitutional right of dismissing that Minister. She expects to be kept informed of what passes between him and the Foreign Ministers before important decisions are taken, based upon that intercourse, to receive the foreign despatches in good time, and to have the drafts for her approval sent to her in sufficient time to make herself acquainted with their contents before they must be sent off." Such particulars have I recently gleaned from a most interesting tribute to her Majesty, penned by Mr. G. B. Wilson. Those who imagine that her life has been one of luxurious ease may be surprised to learn that during the year no fewer than 28,000 despatches were received or sent out at the Foreign Office, every one of which had to be personally and carefully perused by the Queen.

BENJAMIN FRANKLIN'S CIPHER.

During holiday time, perhaps some ingenious reader may like to make the attempt to solve the following cipher sent by Benjamin Franklin to M. Dumas from Passy, 1871. It reads, "I have just received a 14, 5, 3, 10, 28, 2, 76, 203, 66, 11, 12, 273, 50, 14, joining 76, 5, 42, 41, 16, 15, 424, 235, 19, 20, 39, 580, 11, 150, 27, 50, 5, 104, 652, 20, 675, 85, 79, 56, 53, 44, 21, 17, 60, 29, 147, 136, 41, but this is not likely to

afford 209, 58, 380, 10, 227, 613, 170, 373, 800, 4, 108, 40, 13. 97, 300, 17, 33, 90, 201. 100, 677." This, it is stated, has never been deciphered. The State Department at Washington has no key to it. Mr. Elliott Sandford has submitted it for the consideration of the whole civilised world. Perhaps some of the cryptogram experts will oblige.

THE ENGLISH MAIL.

The P. & O. steamer *Kaiser-i-Hind*, with the English mail, of the 25th June, arrived on Saturday. The following telegrams are from the *Times of Ceylon*:—

SIRDAR KITCHENER GOES TO THE FRONT.
London, 7th July.
Sirdar Kitchener has gone to the front.

THE DUKE OF YORK TO VISIT IRELAND.
London, 7th July.
The Duke of York, who visits Ireland in the autumn, has been made a Knight of St. Patrick.

DR. HARRIS IS ON THE CONTINENT.
London, 7th July.
Dr. Rutherford Harris has not gone to the Cape, but is the Continent.

THE CZAR AND THE KING OF SIAM.
London, 8th July.
At a banquet given at Peterhof to the King of Siam, the speeches of both the Czar and the King were delivered in English, and were most cordial. The King said that the Siamese regarded the Czar as their faithful and powerful friend.

CURRENCY REFORMS AND THE UNITED STATES.
London, 8th July.
President McKinley to-day sends a Message to Congress, asking authority to appoint a Commission of nine to examine into the Currency Reform.

Later.
President McKinley's Message to Congress on Currency Reform has been postponed.

FIGHTING IN WEST AFRICA.
London, 8th July.
Advices from the West Coast of Africa state that a patrol of Niger Police having tracked the King of Benin, who had a strong armed force with him, attacked and thrice defeated him, inflicting heavy loss. The King escaped. Lieut. Fitzgerald and two of the Police were killed.

DISUNION AMONG THE KHALIFA'S FOLLOWERS.
Suakim, 9th July.
The news of important desertions from the Khalifa's followers at Abuhamed and Berber is confirmed, and little opposition is expected to the impending Egyptian advance on Berber.

MR. RENNELL RODD, C.B.
London, 10th July.
Mr. Rennell Rodd has been gazetted a Companion of the Bath.

THE ENLISTMENT OF EURASIANS IN INDIA.
London, 10th July.
Lord George Hamilton, replying to a question in the House of Commons, said the Government were not prepared to change the regulations regarding the enlistment of Eurasians.

OFFICIAL CONTRADICTION OF A POONA CANARD.
London, 10th June.
Lord George Hamilton read a telegram from Lord Sandhurst stating that the allegation that women had been stripped in the streets of Poona to detect Plague symptoms was a malevolent fabrication.

A CONVOY TO THE TOCHI VALLEY RAIDED.
Calcutta, 5th July, 9.56 a.m.
On its way to the Tochi Valley a small convoy of stores was raided. A pursuit was promptly organized, and, guided by the tracks of camels, the pursuers trapped fifty armed men in a nullah. All were captured.

TRAGEDY AT AN INDIAN RIFLE RANGE.
Calcutta, 7th July.
Captain Gordon, of the 36th Sikhs, and a native officer, were shot dead at the Rifle Range near Kohat, by a Sikh sepoy, who was thereupon killed. The regiment has borne an exceptionally good name.

THE BANK OF BENGAL AND ITS RATE OF INTEREST.
Calcutta, 8th July.
The Bank of Bengal to-day lowered its rate of interest to 6 per cent.

SUBSIDENCE OF THE CALCUTTA RIOTS.
Calcutta, 8th July.
Yesterday a manifesto was issued by the leading Mohammedans to their co-religionists, informing them that according to Mohammedan tenets a mosque should not be erected on land forcibly taken, and suggesting that another plot of land should be purchased for the mosque. The same afternoon Mr. Hemutkhan, a Mohammedan gentleman, with several coolies, proceeded to Tallah, and levelled the ground of whatever pucca structure remained of the so-called mosque. The panic has greatly subsided, and now no trouble of any kind is expected. The police, however, continued on special duty in the affected parts of the town last night.

Calcutta, 10th July.
Yesterday being the Mohammedan prayer day, there were great expectations of another rising amongst the followers of the Prophet, and most blood-curdling rumours were afloat. The police were fully alive to the possibility of another riot, and made elaborate preparations to checkmate the fanatics, should occasion require. From early morning armed police kept a watchful eye on every mosque in every important throughfare. The Mohammedans assembled in large numbers at their mosques, and after prayer the Imams, or spiritual advisers, lectured on the inutility of building a mosque at Tallah. Afterwards the assemblies dispersed. Everything passed off quietly.

SHIPPING REPORTS.

The British steamer *Wongkoi*, from Bangkok 16th July, had fine weather and calm.

The British steamer *Phra Nang*, from Bangkok 19th July, had fine clear weather throughout.

The Japanese steamer *Hakata Maru*, from Kobe 19th July, had moderate S.W. winds and smooth sea.

The British steamer *Argyll*, from Amoy 23rd July, had light easterly winds and fine weather, but heavy rain off Ninepins.

The British steamer *Australian*, from Kobe 19th July, experienced moderate S.W. breeze and misty weather and S.W. swell till 21st; fine clear weather and steady barometer to port.

The British steamer *Namoa*, from Coast Ports 24th July, had moderate S.W. wind and fine weather to Amoy. From Amoy light S.W. wind and hazy weather to Swatow. From Swatow light N.E. wind, overcast and showery weather to port. In Swatow—Strs. *Kiangpak*, *Sishan* and *Nanshan*.

The British steamer *Haimun*, from Tamsui 20th July, Amoy 22nd, and Swatow 23rd, had strong S.W. winds and sea from Tamsui to Amoy. From Amoy to Swatow light S.W. winds and smooth sea. From Swatow to port similar weather. In Tamsui—H.M.S. *Phœnix* and str. *Sinkai*. In Amoy—Strs. *Formosa*, *Glenesk* and *Sabine Rickmers*. In Swatow—Strs. *Yungching*, *Kiangpak* and *Glenfalloch*.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. & O. steamer *Shanghai*, from London, June 26.—To Straits, China and Japan: Dr. Cantlie, Mr. R. W. Hurst.

Per P. & O. steamer *Parramatta*, connecting with the steamer *Kaiser-i-Hind*, at Colombo, from London, July 1.—To Straits, China and Japan: Mrs. Leah Fisher, Mr. Abrahams, Mr. Silverston, Mrs. Cowan, Mr. W. Mailds, Mr. W. W. N. Dunn, Colour-Sergeant-Major H. K. Boulter, Mrs. Boulter. From Brindisi, July 10.—Mr. and Mrs. J. W. Wheelwright, Mr. A. J. Connings.

Per P. & O. steamer *Japan*, from London, July 10.—To Straits, China and Japan: Miss Adler.

Per P. & O. steamer *Himalaya*, connecting with the steamer *Rosetta*, at Colombo, from London, July 16.—To Straits, China and Japan: Mr. Vyner C. Brooke, Mr. Betram Brooke, Mr. S. H. Sanerton, Mr. E. B. Skinner, Mr. J. Bryan, Mr. H. S. B. Johnson.

Per P. & O. steamer *Aden*, from London, July 24.—To Straits, China and Japan: Mrs. Montserrat.

Per P. & O. steamer *Ballarat*, connecting with the steamer *Ravenna* at Colombo, from London, July 29.—To Straits, China and Japan: Mr. and Mrs. Peal and 2 children.

Per North German Lloyd steamer *Bayern*, from Bremen, June 16, and Southampton, June 20.—To Yokohama: Professor E. Bahlsen and Mrs. Bahlsen, Mr. Lazarus. To Hyogo: Mr. Bruno Dieckmann. To Shanghai: Mr. A. P. Madsen, Mr. Palmer, Mr. E. Hosse, Mrs. Wilson and children. To Hongkong: Mr. Klocke, Mr. and Mrs. Yertrum, Mr. Vice-Consul Heinse.

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Mr. Alfred Bryer	Mr. C. P. Karberg
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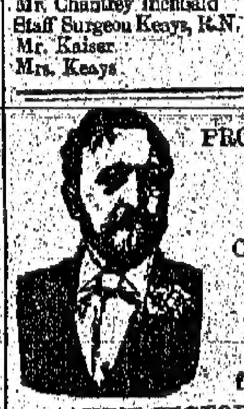

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Interest for 12 Months Fixed ......5 %

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ON FIXED DEPOSITS:—
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" 3 " 2½%
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Hongkong, 15th February, 1897. [15

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" " " 3 " 2½ "
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Manager, Hongkong.
Hongkong, 3rd June, 1897. [16

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [13

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PAID-UP CAPITAL $10,000,000
RESERVE FUND .... $ 6,500,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

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SUBSCRIBED CAPITAL 2,750,000
PAID-UP CAPITAL 687,500 0 0
II. FIRE FUNDS 2,660,850 12 0
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Kanegafuchi Cotton Spinning Mill.
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Hayashi Clock Factory.
Hongkong 12th December, 1896. [2485

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German " " "
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Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

PRIVATE BOARD AND RESIDENCE
Mrs. GILLANDERS.
GLENEALY BUILDINGS.
Hongkong, 9th January, 1896. [1581

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS
ARNHOLD, KARBERG & CO.,
Sole Agents.
2895]

怡生號
YEE SANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SANG & Co.
No. 68, PRAYA. [784

BILLIARDS.
BURROUGHES & WATTS' REVISED PRICE LIST of BILLIARD TABLES and BILLIARD ROOM REQUISITES can be had at the Office of the *Hongkong Daily Press*.
Hongkong, 4th May, 1897. [1080

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
SCHEELE & CO.
Hongkong, 25th January, 1892. [269

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NOBLE).
Hongkong, 13th July, 1897. [1394

NOTICE.
FOR SALE.
WOOD'S CELEBRATED VICTORIAN BUTTER ("COW BRAND")
in 1 lb., 2 lb., 5 lb., and 10 lb. Tins,
in QUANTITIES OF NOT LESS THAN ONE CASE.
Smaller Quantities may be obtained at the TYSING, KWANTAI, NAMHINGLOONG and all the principal Ship's Compradores, Market, and Provision shops.
GEO. P. LAMMERT,
Sole Agent for HONGKONG, the COAST OF CHINA and the PHILIPPINES.
Hongkong, 1st June, 1897. [1508

JAPAN FINE ART CURIOS
KUHN & KOMOR,
HONGKONG; YOKOHAMA; KOBE.
[2852

THE HONGKONG WEEKLY PRESS.
RATES OF SUBSCRIPTION.
FROM 1st JULY the Rates of Subscription to the *Hongkong Weekly Press* will be as under.

	Advance Price	Credit Price
Yearly	$12.00	$13.50
Half Yearly	7.00	8.00
Quarterly	4.00	4.50

Postage $2 per Annum Additional.
Hongkong, 6th June, 1894. [1134

NOW READY.
BOUND VOLUMES of the *HONGKONG WEEKLY PRESS* JULY to DECEMBER, 1896. With INDEX. Price $7.50.
Hongkong Daily Press Office.
Hongkong, 20th January, 1897. [1897

COMMERCIAL.

CLOSING QUOTATIONS.
SATURDAY, 24th July,
EXCHANGE

ON LONDON.—
Telegraphic Transfer 1/11¼
Bank Bills, on demand .... 1/11⁵⁄₁₆
Bank Bills, at 30 days' sight 1/11½
Bank Bills, at 4 months' sight 1/11⅝
Credits, at 4 months' sight 1/11¾
Documentary Bills, 4 months' sight 1/11⅞
ON PARIS.—
Bank Bills, on demand 2.43
Credits, at 4 months' sight 2.47
ON GERMANY.—
On demand 1.97
ON NEW YORK.—
Bank Bills, on demand 47½
Credits, 60 days' sight 48½
ON BOMBAY.—
Telegraphic Transfer 153
Bank, on demand 153¼
ON CALCUTTA.—
Telegraphic Transfer 153
Bank, on demand 153¼
ON SHANGHAI.—
Bank, at sight 74½
Private, 30 days' sight 75
ON YOKOHAMA.—
On demand .... 1¼ % pm.
ON MANILA.—
On demand .... 4 % pm.
ON SINGAPORE.—
On demand .... 4 % pm.
SOVEREIGNS, Bank's Buying Rate ... 10.20
GOLD LEAF, 100 fine, per tael 52.50

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	189 % prem. = $361.25 sales
China & Japan, prf.	£5	nominal
Do. ordinary	£2	nominal
Do. deferred	£1	£5
Natl. Bank of China B. Shares	£8	$24, sales & sellers
Foun. Shares	£1	$20
Bell's Asbestos E. A.	£1	$9, sellers
Campbell, Moore & Co.	$10	$8
Carmichael & Co.	$20	$8
China Sugar	$100	$144, sales
Dairy Farm Co.	$5	$6
Ewo Cotton	Tls. 100	Tls. 114, sellers
Fenwick & Co., Geo.	$25	$27½, buyers
Green Island Cement	$10	$38, sellers
H. & C. Bakery	$50	$33, buyers
Hongkong & C. Gas	£10	$110, buyers
Hongkong Electric	$8	$7.50, sal. & sellers
H. H. L. Tramways	$100	$115, sellers
Hongkong Hotel	$50	$50, sellers
Hongkong Ice	$25	$115
H. & K. Wharf & G.	$50	$66½
Hongkong Rope	$50	$172, sellers
H. & W. Dock	$125	240 p. ct. prem. = $425
Insurances—		
Canton	$50	$180, sellers
China Fire	$20	$107, sales
China Traders'	$25	$77, buyers
Hongkong Fire	$50	$360, sellers
North-China	£25	Tls. 185, sellers
Straits	$20	$17½
Union	$50	$227½, buyers
Yangtsze	$60	$155, buyers
Land and Building—		
H. Land Investment.	$50	$77, sales
Humphreys Estate	$10	$9½
Kowloon Land & B.	$30	$20, sellers
West Point Building	$40	$22½, sellers
Luzon Sugar	$100	$47, buyers
Mining—		
Charbonnages	Fcs. 500	$90
Jelebu	$5	$2.10, sal. & buyers
New Balmoral	$1	$1.70
Do. Preference	$1	$1.50, buyers
Oliver's Mines, A.	$5	$20, sellers
Do. B.	$2½	$6½, sellers
Punjom	$4	$7.5, sellers
Do. (Preference)	$1	$2.80
Raubs	18s. 10d.	$24, sales & buyers
Great E. & C'donian	$5	$½, sellers
Do. Do.	$2	$2.50, sellers
New Amoy Dock	$10	$19, sales
Steamship Coys.—		
China and Manila	$50	$76, sellers
China Mutual Ord	£5	£2 10s.
Do Pref.	£10	£7, buyers
Douglas S. S. Co.	$50	$67, sellers
H., Canton and M.	$15	$34½, buyers
Indo-China S. N.	£10	$56½, sellers
Wanchai Wareh'se Co.	$37½	$44½
Watson & Co., A. S.	$10	$12.50, sellers

J. Y. V. VERNON, Broker.

OPIUM.
New Malwa (this year's) $760 with all'ance of 5 ctt's.
New Malwa (last year's) $780 up to 1 "
Old Malwa (2/5 years) $800 to 1½ "
Older Malwa (6/10 y'rs) $820 to 2½ "
New Patna .... $720; Old Patna $775
New Benares .... $717½; Old Benares ...... $ —
Persian, Persian, ... $500 to $610
Oily and Paper-wrapped .... $510 to $615

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 23rd JULY, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	29.70	73	—	NW	2	o	
Tokyo	29.90	—	—	S	6	—	...
Kochi	29.91	—	—	E	4	—	...
Nagasaki	29.95	—	—	SW	6	—	...
Kagoshima	29.95	—	—	SE	2	—	...
Gutzlaff	29.83	82	91	SSE	3	cm	...
Sharp Peak	29.81	87	75	E	2	b	...
Amoy	29.78	89	66	SE	4	b	...
Swatow	29.76	89	—	S	3	b	...
Canton	29.74	95	62	—	0	o	...
Hongkong	29.78	88	68	SSW	2	c	...
Victoria Peak	—	—	—	SSW	2	—	...
Gap Rock	29.78	—	—	S	1	—	...
Macao	29.80	91	—	E	1	c	...
Haiphong	29.79	87	76	—	0	c	...
Bolinao	29.72	82	63	WNW	2	o	...
Manila	29.76	88	78	WSW	1	o	...
Cape S. James	—	—	—	—	—	—	...
24th JULY, AT 10 A.M.							
Wladivostock	29.66	70	94	N	1	o	...3
Tokyo	—	—	—	—	—	—	...
Kochi	—	—	—	—	—	—	...
Nagasaki	—	—	—	—	—	—	...
Kagoshima	—	—	—	—	—	—	...
Gutzlaff	29.84	79	91	SSE	2	b	...
Sharp Peak	29.81	83	76	NW	1	o	...
Amoy	29.79	84	79	NE	2	b	...
Swatow	29.77	85	—	E	2	b	...
Canton	29.76	86	76	—	0	c	...
Hongkong	29.78	86	67	—	0	c	...
Victoria Peak	—	—	—	E	1	—	...
Gap Rock	29.76	—	—	ENW	2	—	...
Macao	29.78	91	—	ENE	1	c	...
Haiphong	29.84	88	82	—	0	b	...
Bolinao	29.76	86	79	ESE	1	c	...
Manila	—	—	—	—	—	—	...
Cape S. James	—	—	—	SW	3	b	...

On the 24th at 11.25 a.m. The barometer has fallen considerably on the S. and SE. coasts of China, and moderately at Bolinao. Pressure is high in Tonkin, normal on the China coast and low in Luzon with some indications of the formation of a depression in the China Sea to the Westward of the latter area. Forecast:—Moderate E. winds; fair.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.73	29.73	29.66
Temperature	87	84	86
Humidity	60	70	74
Direction of wind	E	ESE	E
Force	1	1	3
Weather	b	bp	o
Rain	—	0.07	—

Highest open air temperature on the 24th 89
Lowest open air temperature on the 22th 80
F. G. FIGG, Acting Director.
Hongkong Observatory, 23rd July, 1897.

MESSRS. FALCONER & CO.'S REGISTER, 24th July.
Barometer 9 A.M. ... 29.73. Therm. 9 A.M. (Wetbulb) 80
Barometer 1 P.M. ... 29.75. Therm. 1 P.M. (Wetbulb) 81
Barometer 4 P.M. ... —. Therm. 4 P.M. (Wetbulb) —
Thermom. 9 A.M. ... 89. Therm. Maximum ...... —
Thermom. 1 P.M. ... 91. Therm. Minimum (over-night) 87
Thermom. 4 P.M. ... —

HONGKONG TIDE-TABLE.
26th July to 1st August.

Day of Week.	Day of Month.	High Water Hongkong Mean Time. h m	High Water Height. ft. in.	Low Water Hongkong Mean Time. h m	Low Water Height. ft. in.
Mon.	26	m 6 0	4 4	2 10 a	—0 10
		No inferior	high-	nor low-	water.
Tues.	27	m 6 50	6 9	2 43 a	—1 4
		10 18 a	1 8		
Wed.	28	m 7 34	5 1	m 0 51	1 6
		10 23 a	1 9	3 15 a	—1 8
Thurs	29	m 8 15	5 4	m 1 30	1 4
		10 32 a	1 10	3 46 a	—1 11
Fri.	30	m 8 55	5 6	m 2 20	1 1
		10 45 a	2 1	4 16 a	—1 11
Sat.	31	m 9 35	5 6	m 3 4	0 10
		11 4 a	2 4	4 47 a	—1 9
Sun.	1	m 10 17	5 4	m 3 49	0 7
		11 31 a	2 9	5 18 a	—1 6

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.87 feet above zero.
The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Shanghai on the 24th inst. at 6 a.m. via Honolulu has arrived at Yokohama, and will leave for this port on Sunday, the 18th instant at daylight, via Inland Sea, Kobe, Nagasaki and Shanghai.
The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 7th instant.
The P. M. steamer *City of Peking* with mails, &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 17th instant.

THE GERMAN MAIL.
The N. D. L. steamer *Bayern*, with the German mail of the 28th ultimo, left Singapore on Thursday, the 22nd instant, at 1 p.m., and may be expected here on or about Tuesday, the 27th instant.

THE CANADIAN MAIL.
The C. P. chartered steamer *Hupeh*, sailed from Vancouver on Sunday, the 4th inst., for Yokohama, where she is expected to arrive on the 24th instant.
The O. & O. steamer *Doric*, with mails, which left hence 17th ultimo, for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 11th instant.
The C. P. steamer *Empress of China* left Vancouver, B. C., for Hongkong on Tuesday, the 13th instant.

THE AUSTRALIAN MAIL.
The C. N. Co.'s steamer *Chingtu*, from Australian ports, left Port Darwin on the 17th instant, and may be expected here on or about Monday, the 26th instant.
The E. & A. steamer *Airlie*, from Sydney, &c., left Port Darwin on the 20th instant for Timor and Hongkong.

THE INDIAN MAIL.
The steamer *Suisang*, from Calcutta and Straits, left Singapore for this port on Monday, the 19th instant.

MERCHANT STEAMERS.
The "Ben" Line steamer *Benlomond*, from Leith and London, left Singapore for this port on the 22nd inst.
The N. P. steamer *Tacoma*, arrived at Yokohama from Tacoma, Wn. on the 23rd instant.
The N. P. steamer *Braemar* left Moji for Hongkong on the 24th instant.
The C. Mutual steamer *Oopack*, from Glasgow, and Liverpool, passed the Canal on the 13th inst. and may be considered due at Singapore on or about the 2nd August.
The P. & O. steamer *Hydaspes* left Bombay for this port on the 14th instant.
The N. G. L. steamer *Bisagno* left Singapore for this port on the 21st instant, and is due here on or about the 27th instant.
The C. Mutual steamer [illegible], from Newport and Liverpool, passed the Canal on the 29th ultimo, and may be considered due at Singapore on or about [illegible] instant.
The N. Y. K. steamer *Wakasa Maru*, from London and ports, left Singapore [illegible] on the 20th instant, and is expected here on the 25th inst.
The N. Y. K. steamer [illegible], from Bombay and ports, left Singapore [illegible] on the 20th instant, and is expected to arrive here on the 26th instant.
The "Mogul" Line steamer [illegible], left Singapore on the 24th instant, and is expected here on or about Friday, [illegible] instant.

PASSED THE CANAL.
OUTWARD—25th June—[illegible]; 29th June—[illegible]; 2nd July—*Nestor*, [illegible]; *Oanfa*, *St. Giles*, *Maidstone*; *Melpomene*, *Saghalien*, *Shanghai*, *St. [illegible]*; 13th July—*Lombard*, *Oakbranch*, *Tabor*; 16th July—*Candia*, *Patroclus*. 20th July—*Glenfarg*, *Maria Rickmers*. 23rd July—*Erato*, *Ixion*, *Japan*, *Laos*, *St. Andrews*.
HOMEWARD—16th July—*Preussen*. 23rd July *Natal*, *Sikh*.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1896, revised to date will be found in the *Chronicle and Directory*, P. XIX. This is the only authorised complete Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.
For Kobe.—Per *Wakasa Maru*, to-day, the 26th instant, at 3.30 P.M.
For Shanghai.—Per *Lyeemoon*, to-day, the 26th inst., at 3.30 P.M.
For Reunion.—Per *Propontis*, to-morrow, the 27th instant, at 7.30 A.M.
For Swatow, Amoy and Tamsui.—Per *Haimun*, to-morrow, the 27th inst., at 11.30 A.M.
For Straits and Bombay.—Per *Brindisi*, to-morrow, the 27th inst., at 11.30 A.M.
For Singapore and Colombo.—Per *Hakata Maru*, to-morrow, the 27th inst., at 11.30 A.M.
For Singapore.—Per *Argyll*, to-morrow, the 27th inst., at 1.30 P.M.
For Wuchow.—Per *Wingtong*, to-morrow, the 27th instant, at 5.00 P.M.
For Shanghai, Newchwang and Wladivostock.—Per *Daphne*, on Wednesday, the 28th instant, at 3.30 P.M.
For Singapore.—Per *Niobe*, on Thursday, the 29th instant, at 4.30 P.M.
For Nagasaki, Kobe and Yokohama.—Per *Ancona*, on Friday, the 30th inst., at 11.30 A.M.
For Kobe and Yokohama.—Per *Hiroshima Maru*, on Friday, the 30th instant, at 3.30 P.M.
For Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan, Gensan and Wladivostock.—Per *Sendai Maru*, on Friday, the 30th instant, at 3.30 P.M.
For Singapore.—Per *Dolla*, on Saturday, the 31st instant, at 4.30 P.M.
For Straits and Bombay.—Per *Bisagno*, on Monday, the 2nd Aug., at 11.30 A.M.
For Singapore.—Per *Glengarry*, on Monday, the 2nd Aug., at 3.30 P.M.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Mirzapore* will be despatched on THURSDAY, the 29th inst., with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Melbourne* will be despatched on WEDNESDAY, the 4th August, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.

MAILS BY THE CANADIAN PACKET.
The Canadian Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 11th Aug., with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—
10.00 A.M. Registry ceases.
10.45 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
LYEEMOON, Ger. str., G. Heuermann—Siemssen & Co.
OSCARSHAL, Norw. str., Reichborn—Shewan Tomes & Co.
SERRANO, Amer. bk., R. G. Waterhouse—Gibb, Livingston & Co.

NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"IRENE,"

Captain Schuder, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 5 P.M.

No Fire Insurance has been effected.

SIEMSSEN & CO., Agents.

Hongkong, 19th July, 1897. [1666

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, BORDEAUX, AND STRAITS.

THE Steamship

"GLENOGLE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Cargo remaining undelivered after the 27th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 3rd Aug., otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 20th July, 1897. [1677

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From Madras, ex s.s. *Sirsa*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 21st July, 1897. [1

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 21st July, 1897. [9

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CROMARTY," FROM GLASGOW, LIVERPOOL, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, 22nd July, 1897. [1700

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 29th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 23rd July, 1897. [1

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"NINGCHOW"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 30th inst., or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on FRIDAY, the 30th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 23rd July, 1897. [1709

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consulation Free.

Hongkong, 23rd September, 1891. [746

VESSELS ON THE BERTH

FOR KOBE.

THE Steamship

"KACHIDATE MARU,"

Captain J. Narasaki, will be despatched as above TO-DAY, the 26th inst., at NOON.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA.

Hongkong, 26th July, 1897. [1640

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heuermann, will be despatched for the above port TO-DAY, the 26th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & CO.

Hongkong, 22nd July, 1897. [1699

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR KOBE (DIRECT.)

THE Company's Steamship

"WAKASA MARU,"

Captain J. B. Macmillan, will be despatched as above TO-DAY, the 26th inst., at 4 P.M.

This Steamer is fitted with Superior accommodation for First and Second Class Passengers and is lighted by electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd July, 1897. [1705

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamer

"HAIMUN,"

Captain Bathurst, will be despatched for the above ports TO-MORROW, the 27th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 23rd July, 1897. [1708

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Baker, will be despatched as above on WEDNESDAY, the 28th inst., at NOON.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1897. [1358

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 28th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versâ.*

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd July, 1897. [1692

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers.)

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, and Bremen.)

THE Steamship

"DELLA,"

Captain Christiansen, will be despatched for the above ports on SATURDAY, the 31st inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & CO., Agents.

Hongkong, 20th July, 1897. [1676

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, August 14, 1897, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Sept. 2, 1897, at NOON.
BELGIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 21, 1897, at NOON.

THE Company's Steamship "GAELIC" will be dispatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route.*

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th July, 1897. [4

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	Malacca	Brit. str.	Pollock	P. & O. S. N. Co.	On or about 5th August
LONDON, &c.	Mirzapore	Brit. str.	Wickenden	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON VIA SUEZ CANAL	Orestes	Brit. str.	Baker	Butterfield & Swire	On 28th inst., at Noon.
LONDON VIA SUEZ CANAL	Glengarry	Brit. str.	Ferguson	Jardine, Matheson & Co.	On or about 2nd Aug.
LONDON VIA SUEZ CANAL	Frey	Brit. str.		Melchers & Co.	On or about 15th Aug.
LONDON VIA SUEZ CANAL	Benvenue	Brit. str.	Sarchet	Gibb, Livingston & Co.	Quick despatch.
LONDON & LIVERPOOL DIRECT	Chingwo	Brit. str.	Harris	Holliday, Wise & Co.	On or about 29th inst.
BREMEN VIA PORTS OF CALL	Bayern	Ger. str.	Prehn	Melchers & Co.	On 17th Aug., at 9 A.M.
MARSEILLES, LONDON, &c.	Hakata Maru	Jap. str.	Nivison	Nippon Yusen Kaisha	To-morrow, at Noon.
MARSEILLES VIA SAIGON, ETC.	Melbourne	Fren. str.	Duchateau	Messageries Maritimes	On 4th Aug., at Noon.
VANCOUVER, v. SHANGHAI, &c.	Empress of China	Brit. str.	Archibald, R.N.R.	Canadian Pacific R. Co.	On 11th August.
TACOMA, (Wash.), v. KOBE, &c.	Columbia	Brit. str.	Hill	Dodwell, Carlill & Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI	Gaelic	Brit. str.	......	O. & O. S. S. Co.	On 14th Aug., at Noon.
SAN FRANCISCO VIA S'HAI, &c.	C. of Rio de Janeiro	Amer. str.	......	P. M. S. S. Co.	On 3rd Aug., at Noon.
SAN FRANCISCO	Heathbank	Brit. bk.	McKechnie	Shewan, Tomes & Co.	Quick despatch.
PORTLAND, Or., &c., v. Y'HAMA	Monmouthshire	Brit. str.	......	Shewan, Tomes & Co.	On 7th August.
SOUTH AFRICA DIRECT	Congella	Brit. str.	......	Dodwell, Carlill & Co.	On or about 17th Aug.
NEW YORK VIA SUEZ CANAL	Ghazee	Brit. str.	......	Dodwell, Carlill & Co.	On or about 7th Aug.
NEW YORK VIA SUEZ CANAL	Fortuna	Brit. str.	......	Shewan, Tomes & Co.	On or about 14th Aug.
NEW YORK	Landseer	Amer. ship	Stahl	Siemssen & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Australian	Brit. str.	Helms	Gibb, Livingston & Co.	On 28th inst., Daylight.
S'PORE, HAVRE, & HAMBURG	Niobe	Ger. str.	Pfaff	Siemssen & Co.	On 29th inst., at 5 P.M.
S'PORE, HAVRE, & HAMBURG	Della	Ger. str.	Christiansen	Siemssen & Co.	On 31st inst., at 5 P.M.
STRAITS & BOMBAY	Brindisi	Brit. str.	Watkins, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
STRAITS & BOMBAY	Bisagno	Ita. str.	Mancini	Carlowitz & Co.	On 2nd Aug., at Noon.
Y'HAMA VIA NAGASAKI & KOBE	Ancona	Brit. str.	Mudie	P. & O. S. N. Co.	On 30th inst., at Noon.
YOKOHAMA, KOBE & NAGASAKI	Hohenzollern	Ger. str.	Blesker	Melchers & Co.	On or about 29th inst.
KOBE & YOKOHAMA	Hiroshima Maru	Jap. str.	Shimadzu	Nippon Yusen Kaisha	On 30th inst., at 4 P.M.
KOBE	Kachidate Maru	Jap. str.	Narasaki	Mitsui Bussan Kaisha	To-day, at Noon.
KOBE DIRECT	Wakasa Maru	Jap. str.	Macmillan	Nippon Yusen Kaisha	To-day, at 4 P.M.
SHANGHAI, KOBE & Y'KAMA	Energia	Brit. str.	Saw	Dodwell, Carlill & Co.	On or about 31st inst.
SHANGHAI	Lyeemoon	Ger. str.	Heuermann	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	Bayern	Ger. str.	Prehn	Melchers & Co.	On or about 29th inst.
S'HAI, N'SAKI, KOBE & Y'HAMA	Ningchow	Brit. str.	Jones	Holliday, Wise & Co.	Quick despatch.
VLADIVOSTOCK VIA S'HAI, &c.	Daphne	Ger. str.	Samuelsen	Siemssen & Co.	On 28th inst., at 4 P.M.
VLADIVOSTOCK VIA S'HAI, &c.	Sendai Maru	Jap. str.	Olsen	Nippon Yusen Kaisha	On 30th inst., at 4 P.M.
TIENTSIN	Kweiyang	Brit. str.	Outerbrige	Butterfield & Swire	On 2nd August.
SWATOW, AMOY & TAMSUI	Haimun	Brit. str.	Bathurst	Douglas Lapraik & Co.	To-morrow, at Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
STRAITS & BOMBAY.	BRINDISI, C. H. Watkins, R.N.R.	Noon, 27th July	Freight.
LONDON, &c.	MIRZAPORE, T. Wickenden	Noon, 29th July	See Special Advertisement.
YOKOHAMA, VIA NAGASAKI & KOBE	ANCONA, W. D. Mudie	Noon, 30th July	Freight or Passage. (Passing through the INLAND SEA.)
LONDON	MALACCA, N. P. Pollock	About 5th August	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 26th July, 1897. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.......WEDNESDAY, 11th Aug., 1897

EMPRESS OF INDIA....Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 1st Sept., 1897

EMPRESS OF JAPAN....Comdr. H. Pybus, R.N.R. ....WEDNESDAY, 29th Sept., 1897

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 22nd July, 1897. [8

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Berth in Sleeping Car, and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peak and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

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VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NINGCHOW,"

H. Willis Jones, Commander, will be despatched as above on or about 24th inst.

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 22nd July, 1897. [1691

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"NIOBE,"

Captain E. G. Pfaff, will be despatched for the above ports on THURSDAY, the 29th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & CO., Agents

Hongkong, 20th July, 1897. [1675

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY,

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above on MONDAY, the 2nd August, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 21st July, 1897. [6

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 4th August, at Noon, the Company's Steamship "MELBOURNE," Captain Duchateau, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd July, 1897. [2

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT.

THE Company's Steamship

"CHINGWO,"

Captain H. Harris, will be despatched as above on or about the 29th inst.

To be followed by the S.S. "MOYUNE," for London, about 7th August.

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 21st July, 1897. [1684

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Ferguson, will be despatched as above on or about MONDAY, the 2nd August.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 17th July, 1897. [1654

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

(MONTHLY SERVICE.)

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN, AND GENSAN.

THE Company's Steamship

"SENDAI MARU,"

Captain C. Olson, will be despatched as above on FRIDAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd July, 1897. [1706

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT).

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain G. Shimadzu, will be despatched as above on FRIDAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd July, 1897. [1707

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, August 3, 1897, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, & Honolulu)	TUESDAY, Aug. 24, 1897, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, Sept. 11, 1897, at NOON.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 3rd August, 1897, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th July, 1897. [3

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG 1897.

(Subject to Alteration.)

MONMOUTHSHIRE	Saturday	7th Aug.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE,"

will be despatched hence for PORTLAND, OREGON, and VICTORIA, via KOBE and YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th July, 1897. [1621

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

COLUMBIA	2,605	Tuesday	July 27
TACOMA	2,549	Tuesday	Aug. 17
VICTORIA	3,167	Tuesday	Sept. 7
OLYMPIA	2,608	Tuesday	Sept. 28
COLUMBIA	2,605	Tuesday	Oct. 19
TACOMA	2,549	Tuesday	Nov. 9

THE Steamship

"COLUMBIA"

Captain W. Hill, sailing at NOON on TUESDAY, the 27th July, will proceed to VICTORIA, (B.C.), and TACOMA (Wash.), via KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 7th July, 1897. [9

FOR WLADIVOSTOCK VIA SHANGHAI, CHEFOO AND NAGASAKI.

THE Steamship

"DAPHNE,"

Captain J. Samuelsen, will be despatched for the above ports on WEDNESDAY, the 28th inst., at 4 P.M.

Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

SIEMSSEN & CO.

Hongkong, 24th July, 1897. [1711

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Blesker, will leave for the above ports on or about THURSDAY, the 29th inst.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 24th July, 1897. [7

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain T. Prehn, due here with the outward German mail about the 27th inst. will leave for the above place about THURSDAY, the 29th inst.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 24th July, 1897. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"

Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 29th JULY, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "CALEDONIA" leaving that Port on the 20th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th July, 1897. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

BAYERN	Tuesday	17th Aug.
PRINZ HEINRICH	Tuesday	14th Sep.
PREUSSEN	Tuesday	12th Oct.
SACHSEN	Tuesday	9th Nov.
BAYERN	Tuesday	7th Dec.
PRINZ HEINRICH	Tuesday	4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain T. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 14th August. Cargo and Specie will be received on Board until 5 P.M. on MONDAY, the 16th August, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 24th July, 1897. [7

VESSELS ON THE BERTH

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

S.S. "GHAZEE" to sail about 7th Aug., 1897.

S.S. "LENNOX" " " 22nd Aug., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 21st July, 1897. [1142

NATAL LINE OF STEAMERS.

FOOCHOW AND HONGKONG TO SOUTH AFRICA (DIRECT).

For NATAL, EAST LONDON, ALGOA BAY, MOSSEL BAY, and CAPE TOWN.

(Taking Cargo under through Bills of Lading to DELAGOA BAY and BEIRA.)

THE Steamship

"CONGELLA,"

will be despatched for the above on or about the 17th August. This steamer left Durban on the 2nd July, for Foochow Direct.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 26th July, 1897. [1535

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"

will be despatched as above on or about 14th August.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd July, 1897. [1433

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above about 15th August.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd July, 1897. [1693

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"

Captain Sarchet, is due here about 22nd inst., and will have quick despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th July, 1897. [1576

FOR NEW YORK.

THE 100 A.1. American Ship

"LANDSEER,"

Captain Stahl, will load here for the above port and will have quick despatch.

For Freight, apply to

SIEMSSEN & CO.

Hongkong, 6th July, 1897. [1455

FOR SAN FRANCISCO.

THE 100 A.1. British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 17th June, 1897. [1413

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Argyll, British steamer, 1,836, Ward, July 25, Dodwell, Carlill & Co

Ask, Danish steamer, 654, H. Hygom, July 21, A. R. Marty

Australian, British str., 1,783, Helms, July 25, Gibb, Livingston & Co

Brindisi, British str., 2,266, Watkins, July 20, P. & O. S. N. Co

Brunhilde, German str., 845, Bode, July 23, Harling, Buschmann & Menzell

Canton, British steamer, 1,110, Wilde, July 21, Jardine, Matheson & Co

Chowtai, British str., 1,115, Morris, July 23, Yuen Fat Hong

Choysang, British str., 1,104, Bowker, July 21, Jardine, Matheson & Co

Daphne, German str., 1,296, Samuelsen, July 23, Siemssen & Co

Fatshan, British str., 1,425, J. Dick, H. C. & M. Steamboat Co., for Canton

Frannes, Norw. str., 957, Gabrielsen, July 23, Order

Haimun, British str., 686, Bathurst, July 24, Douglas Lapraik & Co

Hakata Maru, Jap. str., 6,000, Nivison, July 24, Nippon Yusen Kaisha

Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton

Heungshan, British str., 1,054, W. E. Clarke, H. C. & M. Steamboat Co., for Macao

Hohenzollern, Ger. str., 2,039, Blesker, July 18, Melchers & Co

Holstein, German steamer, 985, Ipland, July 19, Jebsen & Co

Honam, British str., 1,344, S. W. Goggin, H. C. & M. Steamboat Co., for Canton

Independent, German str., 871, Holtz, July 22, Wieler & Co

Kachidate Maru, Jap. str., 2,148, Narasaki, July 19, M. B. Kaisha

Krim, Norwegian str., 1,117, Irgens, July 19, Jardine, Matheson & Co

Kwanglee, Chinese str., 1,505, Lincoln, July 22, C. M. S. N. Co

Kwongsang, British str., 989, Stalker, July 20, Jardine, Matheson & Co

Liv, Norwegian str., 1,979, Hansen, July 23, Order

Loongmoon, Ger. str., 1,245, Schulz, July 14, Siemssen & Co

Lyeemoon, Ger. str., 1,238, Heuermann, July 21, Siemssen & Co

Methven Castle, Brit. str., 1,719, Hill, June 25, Dodwell, Carlill & Co

Mount Lebanon, Brit. str., 1,555, McLean, July 18, Dodwell, Carlill & Co

Namoa, British steamer, 862, Hall, July 25, Douglas Lapraik & Co

Oscarshal, Norw. str., 845, Reichborg, July 22, Shewan, Tomes & Co

Pathan, British steamer, 1,762, Day, July 21, Dodwell, Carlill & Co

Peshawur, British str., 2,202, Vibert, July 23, P. & O. S. N. Co

Phra C. C. Klao, Brit. str., 1,012, Pigot, July 21, Yuen Fat Hong

Phra Nang, British str., 1,021, Watton, July 25, Yuen Fat Hong

Propontis, British str., 1,390, Farrand, June 20, Chinese

Rio, German str., 1,109, Christensen, July 23, Jebsen & Co

Terrier, Norw. str., 1,008, Wilhelmsen, July 22, Harling, Buschmann & Menzell

Tordenskjold, Norw. str., 738, Danielsen, July 17, Harling, Buschmann & Menzell

Wongkoi, British str., 1,115, Stonham, July 24, Yuen Fat Hong

Wuotan, German str., 1,116, Jacobsen, July 25, Lauts, Wegener & Co

Zafiro, British steamer, 675, Cobban, July 23, Shewan, Tomes & Co

SAILING VESSELS.

Gov. Robie, Amr. ship, 1,627, Nichols, July 5, Arnhold, Karberg & Co

Heathbank, British bark, 1,548, McKechnie, July 6, Standard Oil Co

Landseer, Amr. ship, 1,343, Stahl, April 12, Dodwell, Carlill & Co

Lucy A. Nickels, Amr. ship, 1,380, Nickels, May 24, Standard Oil Co

Queen Elizabeth, British ship, 1,700, Fulton, July 7, Government

Serrano, Amr. bark, 613, Waterhouse, July 10, Gibb, Livingston & Co

Spinaway, British sch., 327, Johnson, July 21, Order

West York, British bark, 683, Davis, Oct. 18, Order

Willkommen, Ger. ship, 1,635, Ercery, July 17, Carlowitz & Co

BANGKOK.

In Port on 13th July, 1897.

Aurora, Siamese bark, from Singapore

Blue Cross, British str., from Singapore

B. S. Guan, British str., from Singapore

Centaur, British str., from Singapore

Chowtai, British str., from Swatow

Gorgon, British str., from Singapore

Loosok, British str., from Swatow

Phra Nang, British str., from Hongkong

Taichiow, British str., from Hongkong

Vaarhud, Norw. bark, from

Wongkoi, British str., from Hongkong

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